2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MSS1 Aden MSS1

Foreword

It is the first impression made on him by Aden was not favourable, and I have what in retrospect is a rather diverting recollection of how, about a week after his arrival, he asked leave to explain to me that he did not like the look of Aden, the look of its people or, in fact, anything about it, and that he wished to be sent back to India as soon as possible. As again in the case of many, indeed most, others whose lot it has been to live in Aden for some time, his feelings were soon reversed, and he developed an interest in Aden and its welfare and an affection for its people, which they, when they came to know him, warmly reciprocated.

The second appointment which Hickinbotham held in Aden gave him the opportunity to come into closer touch with the inhabitants of the Colony and their affairs. He became Civil Secretary, a post which has since disappeared but was analogous to the present Chief Secretaryship. To his responsibilities as Civil Secretary were added from time to time a surprising number of other divergent duties, which included Judge of the Supreme Court, Inspector of Education and Superintendent of Customs, Salt and Excise.

These functions must have helped him to expand his wide [504] understanding of various aspects of Aden life. Next, after an interval of some years spent in countries neighbouring the Persian Gulf, Hickinbotham returned to Aden as Chairman of the Port Trust, a post of vital importance to the Colony whose commercial prosperity was founded on and is still dependent upon the activities of the port. It had been usual for this appointment to be held by an engineer, a qualification which Hickinbotham, in spite of his versatility, did not possess. But during the time that he had previously lived in Aden he had acquired an intimate acquaintance with the life of the harbour through his personal interest in ships and boats and in the local people who earned their living in Aden waters. [12.5] This and a natural grasp of business and finance enabled him to preside over the semi-autonomous Port Trust Board with complete success, and this further widening of his practical dealing with Aden's administration led in 1951 to his appointment as Governor of Aden.

2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

CHAPTER TWO

Early Days

"ARRIVED at Aden at 4 p.m. The place is not as I had expected and I found I had forgotten all about it. It looked just like a penal settlement and the nearer one got the more unprepossessing the place became"; such was the entry in my diary for October 4th, 1931.

It was the normal reaction of most people who see Aden from the deck of a ship at the tail end of the summer, and, like most people, I knew very little about the town, less about the Protectorate, and nothing at all about the history of the place.

The first authentic recorded mention of Aden is to be found in the Bible at the 23rd verse of the 27th Chapter of Ezekiel, where it is written: "Haran, and Canneh, and Eden, the merchants of Sheba, Asshur and Chilmad, were thy merchants." When I read this verse I was puzzled by the rendering of Aden as "Eden", and I consulted my Arabic version of the Scriptures and was reassured by finding that the word "Eden" was spelt in precisely the same way as it is written in Arabic today. If additional evidence of the identity of this "Eden" with Aden is required, it is to be found in the very next verse which runs as follows: "These were thy merchants in all sorts of things, in blue clothes . . ." The reference is to the indigo impregnated cloth which is still worn by very many of the inhabitants of the Protectorate and was a common sight in the Colony a few years ago.

The early history of Aden is difficult to piece together, consisting as it does of travellers' tales and records, some undoubtedly true, but others of dubious authenticity, but the one

2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
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Aden

F75 • 504 undeniable fact is that Aden's importance in the past, and important it was, was due as it is today to its magnificent harbour. Curiously enough the harbour was, in bygone days, on the east side of the peninsula in what are now known as Front Bay and Holkat Bay. It was not until the middle of the last century that the present harbour on the west side was surveyed and brought into use as Front Bay gradually silted up and Holkat Bay, never a safe anchorage, was abandoned.

F75 §34 648 The prosperity and the wealth of Aden as a trading centre has always attracted the envious attention of the rulers of the Yemen be they Himyarites or Sabeans, as they were at the beginning of the Christian era, or Abyssinians, as they were five hundred years later when the Persians in their turn invaded that country, or Turks, as they have been twice during the last thousand years, or just plain Yemenis, as they are today. I do not propose at this stage to consider past and present relations between Aden and the Yemen; they will become apparent as my story unfolds.

F75 648 The Imams of the Yemen were not alone in their wish to control the destiny of Aden. The Portuguese were the first European nation who attempted to establish themselves in the town. This they did on Easter Day in 1513 when Don Alphonso d' Albuquerque, who had arrived from Goa the previous day with a fleet of twenty ships, landed over a thousand soldiers with scaling ladders to storm the fortifications. The attempt failed, and after a four-day siege, during which Don Alphonso's men succeeded only in capturing an outwork and some thirty or forty pieces of ordnance, the troops were withdrawn and after cannonading the town in a fit of temper Don Alphonso sailed away up the Red Sea.

Three years later the Mameluke Sultan of Egypt sent his Commander, Rais Sulciman, to take the town by assault, but the attempt failed. The fortifications of Aden were so damaged, however, that the Governor was prepared to surrender the place to the Portuguese when they appeared on the scene again later in the same year. They had other preoccupations at the time and refused the offer, only to find later when they again returned that the fortifications had been repaired and the

2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MMI Aden MMI

narrow confines of the rocky headland on which Aden lies into the interior of the Protectorate; a land of hills and deserts and of wild and warlike people as lovable as they are childlike and wayward. I have met many people who have passed through Aden and they have all disliked it, while at the same time I have met almost as many people who have lived there and they have all spoken with affection of the place. Arabia is a hard mistress who conquers slowly but, having conquered, never, never relaxes her hold, nor does the victim wish for release.

The Colony of Aden, as it is known today, it was called the Settlement when I first went there as a Government servant, is quite a small area only 75 square miles in extent. In appearance it resembles a lobster's claw, a maimed lobster, with one half of the claw shorter than the other. The claw is open and between the two halves lies the harbour. On one side of the harbour is the peninsula of Aden proper, and on the other the peninsula of Little Aden, now re-named Burrieka—just two promontories jutting out into the Gulf of Aden. The one on which the town of Aden stands is connected to the mainland by a narrow isthmus, the other is almost part of the mainland. Both these promontories are hilly and are connected to each other by a narrow strip of plain running round the northern side of the harbour from Little Aden, widening considerably to include the town of Sheikh Othman and the village of Imad and eventually reaching the sea again at the Khormaksar beach some eight miles to the east of Aden town. The boundary of the Colony has been demarcated and has not been in dispute for many years. The island of Perim, which lies at the bottom end of the Red Sea, is part of the Colony, why, precisely, I have never been able to understand. Perim was at one time a relatively important coaling station, with a garrison of Indian Army troops, but now that coal has been superseded by oil it is deserted, except for the personnel of the two important lighthouses, a few fishermen, and a detachment of Armed Police from the Colony Police Force.

The main commercial centre of the Colony lies in the midst of the old volcano and is appropriately called "Crater". The trading and maritime suburbs of Tawahi (Steamer Point to

2: Hicksbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

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Colonial Office in London. Another fence had been thrown aside.

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I must say a word here about that part of the guarantee which ensured that Aden should remain a free port, for it is of the greatest importance. Aden was at that time, and I am glad to say still is, the great distributing centre for imports from the West and the East round the shores of Arabia and down the African coast. Cigarettes, piece-goods, provisions, machinery, sugar and grain all come to Aden in ocean-going vessels from all over the world and find their way by coastal steamers and country craft up and down the Red Sea and round the neighbouring coast. These steam coasters and country craft on their return voyages bring gums, hides and skins and coffee to Aden to be cleaned, sorted and graded, bagged or baled and exported to Europe and the United States of America. Aden has maintained her position as a great *entrepôt* by virtue of four factors and they are, her geographical position, her natural harbour, her security and her freedom from import and export duties. Only an act of God could alter the configuration of Arabia or fill the harbour by some tempestuous upheaval beyond the control of man, and security will remain and be maintained as long as Great Britain remains great. The only doubtful factor at any time was freedom from customs duty, and the Arab leaders and their advisers in 1937 knew how essential it was to secure, in so far as they possibly could, this freedom as a preliminary to the transfer. None of us in Aden knew what the precise income of the new Colony would be and none of us knew what it was going to cost to run a Colony efficiently, especially a Colony which had been neglected for so long. What we did know was that the imposition of import or export duties, which might seem to be an obvious source of revenue, would in fact have a disastrous effect on the trade of the Colony. At the same time we were well aware that even British Government Departments have been known to be very short-sighted when pressed by the Treasury to find money to meet a deficit. Everyone expected that there would be a deficit if Aden was to have even half what she needed so badly—hence the insistence of the Arabs led by Mackawwi on this guarantee.

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E. Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MMI Aden MMI

CHAPTER THREE

The Port Trust and the Legislative Council

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IN 1948 I was appointed Chairman of the Aden Port Trust by the Governor-in-Council.

When I took over my new duties the port was handling some 220 ocean-going ships of over 200 tons a month and was badly under-staffed. There were only six pilots and the Chief Engineer's Department was working night and day to maintain the floating craft. Oil was rapidly replacing coal as ships' bunkers, and 80 per cent of the ships using Aden harbour were calling primarily for fuel oil. Some years ago two men reached a bunkering agreement which was to be the foundation of Aden's prosperity. One was Lord Cadman of the Anglo-Persian Oil Company, now B.P. Ltd., and the other Lord Inchcape, Chairman of the Peninsular and Oriental Steam Navigation Company. The former said, in effect, if you put your ships in at Aden I will see that they are fuelled, and the latter agreed. Thus, almost overnight, Aden became a major oil re-fuelling port, whereas before she had depended principally on her coal-bunkering facilities to attract shipping.

Port dues and other charges had been kept as low as economic considerations would allow; the level of taxation in the Colony was reasonable and trade was brisk on a sellers' market as the shortages caused by the World War began to be made good and more and more commodities, unseen for years, came back on to the market. Shipping at Aden had reached the pre-war level and had continued to increase monthly as more and more vessels were released from their wartime occupations and came back to their peacetime trade, and the shipyards in the United Kingdom and elsewhere turned

2: Hitchinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

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their thoughts and hands to the production once again of merchant ships.

It is interesting to note that immediately before the Suez crisis in 1956 over 5,000 ships a year, representing more than twenty-two million net registered tons of shipping were calling at Aden. They took some four million tons of oil away from the harbour in their bunkers, much of which was supplied by the Aden Refinery which was completed in 1954.

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The consequences of all this was a considerable expansion of business, not only in the port, but also in the Colony as a whole, and more and more people flocked in from the mainland and from overseas to supply the labour required by merchants and by building contractors who were beginning to make good the time that had been wasted during the war years, when building in any form other than for purely military purposes had been impossible. The consequences, or one of them, of this influx of people was to make the housing shortage ...e and was to cause me, as a Legislative Councillor, many weary evenings on Committees. At the same time our shortage of staff and floating craft was a major preoccupation during my mornings and evenings in the Port Trust building. Skilled men were almost impossible to find, and high wages were not the solution to the problem, because everybody had been abroad during the war and now that it was over everyone wanted to stay at home; added to which there was the six-year gap represented by the war years in the production of skilled men, in particular in the engineering profession. It was a difficult time, but we overcame the major obstacles and the port was never forced to close even for an hour. Sickness reduced our ranks temporarily and tugs broke down and launches ran into each other, but the work went on, thanks to the supreme loyalty of the Port Trust employees.

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Eventually more pilots were recruited and half-fledged engineers found and pilot launches and a new tug ordered, but as soon as the men could be found and the craft launched so the demand increased, and in 1951 when I left the Port Trust my task was still far from complete. All our time, however, was

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2: Hicksbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MMI Aden MMI

• 504 505 [745] not spent in the struggle for staff and the effort to keep abreast of the shipping expansion. We found time to decentralise our labour and to revise and improve our terms of service until now they bear little resemblance to what they were ten years ago. A families' medical service was introduced, which was a sort of modified National Insurance Scheme confined to the families of our employees, and this was but one of the many improvements which the wisdom of the Trustees enabled us to make.

504 The future of the Port was never far from the minds of the Trustees, nor was the need to keep pace with the Suez Canal development and our rival across the Gulf of Aden, Djibouti, the capital of the French Somali Coast. Development plans were made by our consulting engineers in London and they included the deepening of some of the berths to thirty-nine feet. The deepest berths we had in 1948 were thirty-six feet. Land reclamation schemes to utilise the spoil from the necessary dredging were conceived and were approved. We had a busy time, for with all these preoccupations we had to plan and build accommodation for our own rapidly expanding staff. This was an immediate and urgent necessity and it was done.

The port development, dredging and land reclamation schemes, which started on paper in the late forties, have now either been completed by my successor, or are in the last stages of implementation. They do not contain any provision for deep-water alongside berths, although I, like practically all my predecessors, gave much consideration to this proposition and even went so far as to have a scheme prepared by our Consulting Engineers. However, after consultation with the Directors of the leading steamship Companies I abandoned the idea and decided instead to deepen the channel to Ma'alla Wharf to eighteen feet, and to extend that wharf so that large coasting vessels could come alongside there and load and discharge. The cost of alongside berths for the large passenger and cargo ships would be tremendous and unjustified unless and until Aden becomes a major terminal port with thousands and thousands of tons of cargo to be handled weekly.

2: Nicholetham G-4, 5 (ca. 1931-ca. 1957)
1958 MM1 Aden MM1

The Port Trust and the Legislative Council

The Board of Trustees who manage the Port are nominated by the Governor and they represent financial, shipping, oiling and trading interests in the Colony and the prosperity of their own interests depends on the continued prosperity of the Port, just as the prosperity of the Colony depends on that of the Port. Government is represented on the Board by the Financial Secretary, the Royal Navy by the Resident Naval Officer, and the Air Officer Commanding has his own representative, so that the Chairman has a body of able men personally interested in the well-being of the port who have among their number experts in finance, business, shipping and naval and military affairs. Trading and shipping interests may on occasion clash, so normally their representatives are approximately equal in numbers and no particular interest is allowed to predominate. The system works very well, and I see no reason why it should not continue to do so, but some people may consider that the time has nearly come when the practice for all the Trustees to be the Governor's nominees should be modified. This is a matter of opinion, and there are certainly some people who would like to see the Chamber of Commerce and the Aden Shipping Federation directly represented. Labour, as such, is not represented on the Board and until their leaders have more experience and are more mature it would be unwise to experiment in this direction.

The Trustees meet at least once a fortnight, and are required to do so by the Act which gives them authority, and to encourage them not to neglect this duty they receive a fee for each attendance. The Act also lays down that the fee is payable only to such of the Trustees as are present from the beginning to the end of the meeting. It is not often that such common-sense is met with in official Acts.

In my time the Trustees always forgathered before the meeting on the verandah of the Port Trust building, summer and winter alike. They refused to have anything to do with waiting in the comfortable and reasonably cool Board Room. They did not say anything; they just remained outside on the verandah and a few minutes before the time for the meeting it was customary for the Chairman to join them there.

2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1958 MMI Aden MMI

closely on the heels of the implementation of the economic boost. It is my view that these negotiations, which were still continuing when I left Aden, should be pressed to a successful conclusion. I use the word "pressed" advisedly because human nature being what it is there may well be selfish and short-sighted Rulers who, with the example of Kuwait, Qatar, and Bahrein before their eyes, would be unwilling to share what is, after all, at this stage only the possibility of potential wealth with their neighbours. It would be intolerable if one or two States became fabulously wealthy while the rest of the Protectorate continued to depend almost for their very existence on the bounty of the United Kingdom taxpayer.

In a surprisingly short time after the discovery of oil in commercial quantities, assuming that the revenue therefrom belonged to the Protectorate as a whole and not to individual States, I should expect to see the States federate, if they had not already done so. Then would come further swift political development in a country which would be no less able financially to undertake the responsibilities of Dominion status than is Ghana. Integration with the Colony is an obvious step on the road to Dominion status. Aden, with its magnificent harbour and its 5,000,000-ton Refinery, is the only natural outlet for the oil on the coast of South Arabia, and it is the obvious capital for a future Dominion comprising the present Colony and Protectorate. In June 1933 Sir Samuel Hoare, at that time Secretary of State for India, said in the House of Commons:

> "The reasons which suggest that Aden [he was referring to what is now the Colony] should not remain linked with India under the new constitution are, that it is an area geographically remote from India; that it would not naturally fit into the new federation; that it is already to some extent under Imperial control, *and that it is inseparable in practice from the Aden Protectorate*, which has already passed wholly out of Indian control."

I have never seen any reason to disagree with these words, in particular those which I have italicised, and I have never subscribed to the view that it would be possible or desirable

A: Hickinbotham C-4, 5 (ca. 1931-ca. 1937)
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have been justified than this air attack which heartened our friends as much as it dismayed their enemies.

Yet while it would be dangerous to underestimate the gravity of the situation on the Aden-Yemen frontier, it would be more unwise to lose a proper sense of proportion and exaggerate unduly the magnitude of the operations which have so far taken place. Operations which had they occurred between the two World Wars on the north-west frontier of India would have received but the most cursory attention from the Press of this country. Nor must we disregard the internal condition of the Yemen which must cause the Imam greater worry than does that of the Protectorate the Governor of Aden. Only recently has there been a disturbance in the neighbourhood of Sana which the Imam is reported to have suppressed with his usual vigour and that lonely man, who can place his trust in so few, must realise how grave are the risks of serious internal strife in his country which may result in his death or derriving from his death.

Arms and ammunition are not the only things that the Yemen has obtained from Russia and her satellites. Money and technicians for the development of the port at Hodeidah have been provided, and rumour has linked Russia and Egypt with the alleged building of a submarine base further south and the fortification of Sheikh Said overlooking the island of Perim which is part of the Colony of Aden. Hodeidah will cost a tremendous amount to develop into a safe harbour, and when this has been done it will be years before there will be sufficient trade to attract shipping in any quantity. Even though a port is on a main trade route, shipowners will not put their vessels in unless there are very substantial attractions such as cargo in quantities or, as at Aden, cheap bunkers.

It will be a long time, if ever, before Aden need fear a serious set-back from Hodeidah's competition, though undoubtedly some of the present coastal trade will be affected and the land route from Aden to Taiz may feel the effect when the new road from Taiz to Hodeidah is completed.

Sheikh Said may have been fortified to the extent of a battery or so of guns, but their only value is in their effect

Peleem, the last two on the Little Aden Peninsula are situated in this area.

(d) The Island of Perim.

Description

The Aden Peninsula is high, rocky and of volcanic formation: Jebel Shamsan, its summit, is 1,776 feet (542 m.) high and there are some terraced peaks close to it. The harbour lies westward and north-west of the peninsula. Crater, the main Arab town, is situated at a distance of five miles from the modern harbour and lies in the crater of the earliest volcano on the east of the peninsula.

The isthmus is a flat sandy plain which is barely ½ mile wide at its narrowest point near the peninsula. Cultivation occurs at Sheikh Othman in the form of a large vegetable and fruit garden belonging to the Aden Settlement, but except during the cold weather months produce is very limited. There are no privately-owned date palms there.

Shrubs, but several groves of palms, but with these exceptions there is no regular cultivation in the Colony.

Perim

Perim Island, situated in the Straits of Bab-el-Mandeb, is bare, rocky and rather flat in appearance; its highest point, about a mile northward of its southern extremity, is 214 feet (65 m.) high. The surface of the island is grooved with dry water courses and covered with coarse grass and stunted shrubs, the subsoil being sand and conglomerate coral. Perim Harbour and Peter Bay, [illegible] light, lie on the southern side of the island. Perim was at one time of importance as a coaling station, and the Eastern Telegraph Company and Lloyd's were represented there. There are now no commercial concerns on the island.

Climate

There is a third-class meteorological observatory in Aden under the superintendence of the Medical Officer in charge of the European General Hospital. The minimum dry temperature recorded was 69·1 in February, 1908, and the maximum was 102·3 in July, 1908. The rainfall totalled 1·59 centimetres. Hot sandy winds prevailed as usual during the south-west monsoon. There are no crops [illegible] Aden, which depends on supplies from other countries principally India and the interior.

The climate of Aden from October to April, i.e., during the north-east monsoon, is cool and pleasant, especially from November to February. During the south-west monsoon, i.e. in July and August, strong winds prevail which give some relief from the damp stifling heat of May, June and September. Sandstorms are apt to occur in the months of May, June, July and August. These come from a northerly direction usually a short time before sunset and are often

S.Gn. Brit., Colonial Office C-9 (1838) 1949 MMS Aden MMS

152 very intense, though usually of short duration. The weather during July and August is frequently very hazy, and it is not uncommon for ships to pass quite close to Aden without picking up the land.

694 204 Meteorological records are maintained at the European General Hospital and the data are published in the Aden Colony Gazette weekly.

History

● 594 Aden has been a place of importance historically owing to its possession of the only good harbour situated on the main ocean trade route between Egypt and India and to the fact that it is easily defensible.

487 Prior to the discovery of the Cape route in the fifteenth century the trade followed much the same course as the main trade route between the East and the West does today, i.e. across the Indian Ocean to Aden, thence up the Red Sea and across Egypt to the Mediterranean. From the earliest times the great Empires of the world realised the importance of Aden. During the time of the Romans at least two endeavours were made by them to capture the Red Sea trade and they sent an unsuccessful expedition against Aden. The discovery of the Cape route at the end of the sixteenth century diverted the major portion of the trade from the old Red Sea route, and in consequence the port of Aden declined. Aden 175 was attacked by the Portuguese in 1513 and 1516, and was for a time occupied by them. It was captured by the Turks in 1538 and remained in their hands about 100 years until the Yemen Arabs rebelled and drove them out. Aden thus passed under the Imams of Sana' who have never renounced their claim to it. In 1728 the Sultan of Lahej, the Ruler of the territory adjacent to Aden, revolted and established his independence, and included Aden in his Sultanate. The decline of Aden continued until its capture by the British in 1839, when it was only a village of 500 inhabitants. Financial negotiations with the Sultan of Lahej having failed, the plundering of an Indian ship on the coast near Aden resulted in an expedition being sent from Bombay by the East India Company under Major Bailey and Captain Haines of the Indian Navy. The fortress was captured on 19th January, 1839, and Captain Haines became the first British Resident.

The replacement of sailing ships by steam vessels was one of the reasons which led to Aden's occupation by the British, and the revival of the Red Sea route and the opening of the Suez Canal in 1869 regained for the town its old importance. As a result of the [161] increased prosperity of Aden since the British occupation the population has risen from 500 to 46,000. The modern commercial 504 prosperity of Aden is primarily due to the fact that it is an important fuelling station, originally for coal and now for coal and oil. It is nearer than any other large port on the main eastern trade route to the Anglo-Iranian Oil Company's production centre in the Persian

S.Co. Bib., Colonial Office G-3 (1938) 1940 Aden 1941

Gulf, which enables oil to be supplied at favourable rates, and the consequent inducement to ships to call for bunkers has also led to an increase of transit trade to the East African and Red Sea ports.

Perim

The first trace of the occupation of Perim Island goes back as far as 1738 when the French landed there after the bombardment of Mocha. It was not until 5th May, 1799, that the British took formal possession, but it is recorded that, owing to difficulties in maintaining a supply of water, they evacuated the island in September of that year.

Perim was reoccupied by the British in January, 1857, under instructions from Lord Elphinstone, Governor of Bombay, to Sir William Coghlan, Political Resident and Commander, Aden, and Lieutenant Templar in the "Mahi" was deputed to effect the occupation. The island was then placed under the control of an Assistant to the Political Resident at Aden. This arrangement continued until 1929, when the Manager of the Perim Coal Company was appointed Government Agent. On the closing down of the Perim Coal Company in October, 1936, the Commissioner of Police, Aden, was appointed Administrator of the Island. A police detachment is maintained at Perim, and the Administrator makes regular visits from Aden, usually performing the journey by air.

II.—GOVERNMENT

Prior to the 1st April, 1932, the territory now comprising the Colony was administered by a Resident under the control of the Government of Bombay. From the 1st April, 1932, Aden became a Chief Commissionership, and control was transferred from the Government of Bombay to the Governor-General of India in Council, the Chief Executive Officer at Aden being styled Chief Commissioner, Resident and Commander-in-Chief. On the 1st April, 1937, Aden was constituted a Crown Colony and was removed from the control of the Government of India. The Colony is administered by a Governor, who is also Commander-in-Chief, aided by an Executive Council which at present comprises five members. The Council consists of the persons holding the offices of Political Secretary and Civil Secretary and such other persons as the Governor in pursuance of instructions from His Majesty through the Secretary of State may from time to time appoint. At the present time, in addition to the ex-officio members, the Legal Adviser, the Finance Officer and the Chairman of the Port Trust and Settlement have been appointed to the Council. There is no Legislative Council.

Military Garrison

The Military Garrison of the Colony is under the command of an Air Officer Commanding.

There is a Naval Office in charge of the Naval Officer-in-Charge.

3:Gt. Brit. . Colonial Office G-3 (1938) 1940 MM1 Aden MM1

505 The following table shows the number, nationality and tonnage of the vessels which entered the port during the year under review :—

Nationality.	*No.*	*Tonnage.*
British	1,361	5,678,837
French	75	433,699
Italian	241	957,578
American	57	203,570
Japanese	27	172,267
German	56	255,910
Norwegian	94	320,092
Danish	69	281,353
Dutch	63	248,504
Greek	19	64,540
Others...	17	34,061
	2,079	8,650,411

[504] During recent years Aden has developed rapidly as an oil-bunkering port. This is due mainly to its favourable geographical position as it is nearer to the Iranian oil-fields than any other port on the main shipping route between Europe and the East, and also to the policy of the Aden Port Trust, which has aimed at giving ample facilities for oil fueling while keeping the charges on this business as low as possible.

The following are the principal steamship companies whose vessels call regularly at Aden and the services provided by them :—

Peninsular and Oriental Steam Navigation Co., Ltd.—Ports of call, London, Gibraltar, Marseilles, Port Said, Suez, Port Sudan, Aden, Bombay, Colombo, Calcutta, Straits Settlements, China, Japan, Australia, New Zealand, Tasmania, and homeward.

Orient Line.—Outward—London, Gibraltar, Toulon, Naples, Port Said, Suez, Aden, Colombo, Freemantle, Adelaide, Melbourne, Sydney, Brisbane. Homeward—Same ports of call as above except that the vessel calls at Plymouth as well as London homeward and sometimes Southampton in the summer.

British India Steam Navigation Co., Ltd.—To and from Antwerp, Middlesbrough, London, Gibraltar, Marseilles, Malta, Alexandria, Port Said, Suez, Port Sudan, Aden, Bombay, Bhavnagar, Port Okha, Bedi Bunder, Navalaki, Cutch Mandvie, Karachi, Colombo, Madras, Northern Coast ports, Rangoon, Penang, Malay Coast ports, Singapore, Mombasa, Tanga, Zanzibar, Dar es Salaam, Beira.

Clan, Ellerman and Harrison Joint Service.—From Glasgow and Liverpool, sometimes also Bristol Channel ports, Port Said, Suez, Port Sudan, Aden, Mombasa, Zanzibar, Tanga, and Dar es Salaam, returning from that port and touching Aden when cargo offers.

Ellerman and Buchnall Line.—Calcutta, Madras, Colombo, Aden, Port Sudan (sometimes Djibouti), Port Said, Halifax, Boston, New York, Philadelphia, Baltimore, Norfolk. 2. From New York, Alexandria, Port Said, Suez, Port Sudan, Aden, Karachi, Bombay, Cochin, Colombo, Rangoon, Calcutta.

Andrew Weir and Company.—From Far East, Straits Settlements, Colombo, Aden, Port Sudan, Suez, Port Said, Boston, New York, Philadelphia and Baltimore.

3:Gt. Brit. . Colonial Office G-3 (1938) 1940 MM1 Aden MM1

the year 1937–38 owing to the new issues introduced on the inauguration of the Colony and in connection with the Coronation. The marked reduction in miscellaneous revenue is due to the closing down of the Perim Coal Company, from which special revenue amounting to over Rs. 40,000 was received in the previous year.

The variations on the expenditure side are of a minor nature and call for no special comment. The Extraordinary expenditure is entirely in respect of public works.

It is anticipated that the Colony's accumulated surplus at the close of the year 1938–39 will be in the region of Rs. 3,20,000 as shown below :—

	Rs.	Rs.
Deficit taken over as at the 1st April, 1937		3,82,170
Actual Surplus for 1937–38	5,55,619	
Estimated surplus for 1938–39	1,47,000	
		7,02,619
Estimated surplus as at the 31st March, 1939		3,20,449

Public Debt

The Colony has no public debt.

Taxation

The main source of revenue is Income Tax, which is levied under the Income Tax Ordinance, 1937. The net proceeds in the year 1937–38 amounted to Rs. 5,90,700.

There are no Customs Duties, but drugs, intoxicating liquors and perfumed spirits are required to be deposited in the Excise Warehouse and are released on payment of the appropriate duty. The revenue for 1937–38 from such Excise Duties totalled Rs. 2,02,857.

The only other taxation measure of any importance is the tax on salt produced locally and exported or sold for local consumption. The present rate of tax is 8 annas per ton and the revenue in the last financial year amounted to Rs. 1,33,200.

The revenue derived from the taxation of motor vehicles accrues to the Aden Settlement, which body undertakes the maintenance and improvement of roads.

XVII.—MISCELLANEOUS

Port Administration

The Port of Aden, which affords safe accommodation for vessels up to 33 feet in draught (vessels of deeper draught can be handled by working the tides) is administered by a Board of Trustees constituted under the Aden Port Trust Act, V of 1888. The Board is at present composed of three officials including the Chairman, who is also Chairman of the Aden Settlement, and seven non-officials.

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647 The Trustees are appointed by the Governor for a period of two years.
504 Vacancies during this period are also filled by the Governor.

The minimum depth of water at low tide available in the Approach Channel and Inner Mooring Basin, except the four deep water berths, is 32 ft. 6 in.; there are five oil berths connected to the land installation by submarine pipe lines; two of these berths have been dredged to a minimum depth of 35 feet at L.W. There are two other berths dredged to a similar depth available for the supply of bunker coal and for general purposes.

The Port Trust maintain a pilot service consisting of one Harbour Master and six pilots.

The Aden Port Trust publish a separate administration report.

Mercantile marine matters are dealt with by the Port Officer. The present incumbent is an Officer of the Royal Indian Navy and is also Superintendent of Lighthouses.

Aden Port Trust Finance

651 The following statement shows the opening and closing balances
652 with actual receipts and expenditure for the year ending 31st March, 1939 :—

Opening balance on 1st April, 1938 ...	Rs.	7,68,687	8	11
Receipts for the year 1938–39	Rs.	18,59,376	10	9
	Rs.	26,28,064	3	8
Expenditure for the year 1938–39 ...	Rs.	20,00,472	3	9
Closing balance on the 31st March, 1939	Rs.	6,27,591	15	11

Note.—The Port Trust Accounts are maintained for the financial year and not for the calendar year. The above figures are therefore based on the working of the financial year.

Municipal Administration

642 The Municipal Administration of Aden is carried on by the
643 Executive Committee of the Aden Settlement subject to the authority of the Governor under the powers vested in him by the Aden Settlement Regulation VII of 1900 as amended by Regulation V of 1919 and 1927.

Municipal Finance

Revenue

651 No new forms of taxation were introduced in 1938. The revenue of the Aden Settlement Fund for the year 1938 has increased owing to the large import of kat and also to the increase in the number of

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DESCRIPTION.

The Aden peninsula is high, rocky and of volcanic formation; Jebel Shamsan, its summit, is 1,725 feet (525 m.) high and there are some turreted peaks close to it. The harbour lies westward and north-west of the peninsula. Dwelling-houses and shops are constructed on the ridges of the mountain and in the valleys between them where the ground is normally level. Crater, the main and original town, is situated at a distance of five miles from the modern harbour and lies in the extinct volcano on the east of the peninsula.

The isthmus is a flat sandy plain on which has been laid out the aerodrome and lines of the Royal Air Force, the Naval wireless station, the Aden Protectorate Levy lines, and the golf course. Owing to lack of building space at Tawahi, dwelling-houses for senior Government officials have recently been constructed here. It is only 1,320 yards wide at its narrowest point near the peninsula. Cultivation occurs at Sheikh Othman in the form of a large vegetable and fruit garden belonging to the Aden Settlement. There are also privately-owned date palms there.

Hiswa has several groves of palms, but with these exceptions there is no regular cultivation in the Settlement.

PERIM.

Perim island, situated in the Straits of Bab-el-Mandab, is bare, rocky, and rather flat in appearance; its highest point, about a mile northward of its southern extremity, is 214 feet (65 m.) high. The surface of the island is grooved with dry watercourses and covered with coarse grass and stunted shrubs, the subsoil being sand and conglomerate coral. Perim harbour and False Bay, a small shoal light, lie on the southern side of the island. Perim was at one time of importance as a coaling station, and also from the Eastern Telegraph Company's station and Lloyd's signal station being situated there.

Climate.

There is a third-class meteorological observatory in Aden under the superintendence of the Medical Officer in charge of the European General Hospital. The maximum day temperature recorded was 100·3 in June, and the minimum was 68·1 in December. The rainfall totalled 8 centimetres. Hot sandy winds prevailed as usual during the south-west monsoon. There are no crops in Aden, which depends on supplies from other countries, principally India and the interior.

The climate of Aden from October to April, i.e. during the north-west monsoon, is cool and pleasant, especially from November to February. During the south-west monsoon, i.e. from June to September, a hot sandy wind known as Shimal prevails on the peninsula, but on its western side the breezes are

4:Gt. Brit., Colonial Office G-3 (1937) 1939 MM1 Aden MM1

658 871 School. A number of free places are provided for poor and meritorious students. No fees are charged in the Government girls' schools.

Contributions towards Government expenditure on education are made by the Aden Settlement and by the Aden Port Trust; for the financial year 1937-8, in which the expenditure is estimated to be Rs.93,900, these contributions will amount to Rs.50,000 and Rs.15,000 respectively.

Welfare Institutions.

747 There are no welfare institutions in Aden Colony. The Silver Jubilee (Destitute) Fund is administered by the Chairman of the Aden Settlement, and the interest from the investments is used to provide for relief, principally at Sheikh Othman.

Recreation.

529 Facilities exist for every form of recreation. The Aden Football Association exercises general control of the numerous football clubs and is endeavouring to raise the general standard of play and encourage the right spirit. In addition to the military grounds at Steamer Point (Tawahi) there are grounds reserved for the local inhabitants at Tawahi, Crater, Maala, and Sheikh Othman. Hockey and cricket are played both at Tawahi and Crater. Apart from the military grounds there is only one hockey ground at Crater. There are tennis clubs in Crater and Tawahi and one in the military area, which is exclusively for civil and military Europeans.

Polo and golf and squash rackets are played at Khormaksar, and No. 8 (B) Squadron have a golf course of their own. There is a European bathing club at Gold Mohur Bay, which is open to non-residents on payment of a small charge. At Tawahi there 575 529 is a European social club and another small social club, the members of which are principally Anglo-Indians and Goans. The Arabs have organized two social clubs, one at Crater and the other at Tawahi. They interest themselves in social matters and provide facilities on their premises for games and meetings. Arabic periodicals are taken and occasionally lectures are given.

XI.—COMMUNICATION AND TRANSPORT.

Shipping.

505 The number of vessels, exclusive of country craft, which entered the port of Aden from the 1st April, 1937, to the 31st March, 1938, was 2,261 with an aggregate tonnage of 8,878,040.

The number of country craft entering the port during 1937 was 1,254 with an aggregate tonnage of 53,891.

504 During recent years Aden has developed rapidly as an oil-bunkering port. This is due mainly to its favourable geographical position, as it is nearer to the Persian oil fields than any other

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port on the main shipping route between Europe and the East, and also to the policy of the Aden Port Trust, which has aimed at giving ample facilities for oil fuelling while keeping the charges on this business as low as possible.

The following are the principal steamship companies whose vessels call regularly at Aden, and the services provided by them:—

Peninsular and Oriental Steam Navigation Company, Limited. Ports of call, London, Gibraltar, Marseilles, Port Said, Suez, Port Sudan, Aden, Bombay, Colombo, Calcutta, Straits Settlements, China, Japan, Australia, New Zealand, Tasmania, and homeward.

Orient Line.. Outward—London, Gibraltar, Toulon, Naples, Port Said, Suez, Aden, Colombo, Fremantle, Adelaide, Melbourne, Sydney, Brisbane. *Homeward*—Same ports of call as above except that the vessel calls at Plymouth as well as London homeward and sometimes Southampton in the summer.

British India Steam Navigation Company, Limited. To and from Antwerp, Middlesborough, London, Gibraltar, Marseilles, Malta, Alexandria, Port Said, Suez, Port Sudan, Aden, Bombay, Bhavnagar, Port Okha, Bedi Bunder, Navalaki, Cutch Mandvie, Karachi, Colombo, Madras, Northern Coast ports, Rangoon, Penang, Malay Coast ports, Singapore, Mombasa, Tanga, Zanzibar, Dar es Salaam, Beira.

Clan Ellerman and Harrison Joint Service. From Glasgow and Liverpool, sometimes also Bristol Channel ports, Port Said, Suez, Port Sudan, Aden, Mombasa, Zanzibar, Tanga and Dar es Salaam, returning from that port and touching Aden when cargo offers.

Ellerman and Bucknall Line. Calcutta, Madras, Colombo, Aden, Port Sudan (sometimes Djibouti), Port Said, Halifax, Boston, New York, Philadelphia, Baltimore, Norfolk. 2. From New York, Alexandria, Port Said, Suez, Port Sudan, Aden, Karachi, Bombay, Cochin, Colombo, Rangoon, Calcutta.

Andrew Weir and Company. From Far East, Straits Settlements, Colombo, Aden, Port Sudan, Suez, Port Said, Boston, New York, Philadelphia and Baltimore.

Clan Line. From Chittagong, Malabar Coast ports, Aden, London, Glasgow.

Union-Castle. From London, Gibraltar, Marseilles, Genoa, Port Said, Suez, Port Sudan, Aden, Mombasa, Tanga, Zanzibar, Dar es Salaam, Port Amelia, Mozambique, Beira, Lourenco Marques, Natal and homeward.

Strick. From London, Glasgow, Manchester (or other ports as per inducement), Marseilles, Port Said, Suez, Port Sudan (Jeddah optional), Aden and Persian Gulf ports.

Blue Funnel Line. Homeward from Japan, China, Hong Kong, Singapore, Colombo, Port Said, Marseilles, and London.

Brocklebank Line. Outward from Middlesborough, Antwerp, London, Port Said, Suez, Aden, Colombo, Tuticorin, Trincomali, Madras, Coconada, Calcutta.

Bombay Persian Line. From Bombay, Karachi, Shehr, Mukalla (sometimes Berbera), Aden, Djibouti, Massawa, Port Sudan, Jeddah, returning via Aden to Bombay via Mukalla and Karachi if inducement offers at these two latter ports.

City Line. From home ports to Persian Gulf and Karachi.

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The revenue derived from the taxation of motor vehicles accrues to the Aden Settlement, which body undertakes the maintenance and improvement of roads. 651

XVII.—MISCELLANEOUS.

Port Administration.

The Port of Aden, which affords safe accommodation for vessels up to 33 feet in draught (vessels of deeper draught can be handled by working the tides) is administered by a Board of Trustees constituted under the Port Trust Act V of 1888. The Board is at present composed of four officials including the Chairman, who is also Chairman of the Aden Settlement, and seven non-officials. The Trustees are appointed by the Governor for a period of two years. 647 504

The minimum depth of water at low tide available in the approach channel and inner mooring basin except the four deep-water berths is 32′ 6″; there are four oil-berths connected to the land installation by submarine pipe-lines, and two have been dredged to a minimum depth of 35 feet at L.W. There are two other berths dredged to a similar depth available for the supply of bunker coal and for general purposes. 504

The Port Trust maintain a pilot service consisting of one Harbour Master and five pilots. 502

The Aden Port Trust publish a separate administration report. 647

Mercantile marine matters are dealt with by a Port Officer. The present incumbent is an officer of the Royal Indian Navy and is also Superintendent of Lighthouses.

Aden Port Trust Finance.

Statement showing the opening and closing balances with actual receipts and expenditure for the year ending the 31st March, 1938:—

	Rs.
Opening Balance on the 1st April, 1937	25,18,521
Receipts for the year 1937–38	16,30,598
	41,49,119
Expenditure for the year 1937–38	10,17,871
Closing Balance on the 31st March, 1938	31,31,248

Note.—The Port Trust Accounts are maintained for the financial year and not for the calendar year. The above figures are therefore based on the working of the financial year.

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MM1

Clairways, and the French Government to operate a number of scheduled local services. Numerous charter flights were allowed.

Port Trust

The activity of the port continued to increase. Receipts under all budget heads were expected to exceed the estimates and, in some cases, by a considerable margin. It is too early to judge what effect the economic crisis may have on the port.

The supply of coal for bunkers continued to exceed pre-war figures by a large margin. The supply of oil-fuel for bunkers also exceeded pre-war figures.

Plans and estimates were undertaken for an extension of Maalla Wharf for lease to private interests and an order was placed in the United Kingdom for a small grab dredger.

Eighteen new harbour buoys were ordered from the United Kingdom and further anchors and mooring chains will be obtained in order to provide additional berths and modernise existing berths; provision is being made to accommodate vessels of greater length. The s.s. *Ile de France* visited Aden on several occasions. She is by far the largest vessel ever berthed at the port, her dimensions being 790 feet in length and over 34 feet in draught.

Posts and Telephones

There was a further increase in post office business during the year and accrued revenue was nearly two and a half times that earned in the last pre-war year.

There was a small increase in the transit mail services on behalf of the Somali Coast countries and Eritrea. Parcel mails in each direction between Aden and the United Kingdom were as extensively used as in 1946, and there was a slight increase in the number of gift parcels despatched from Aden to the United Kingdom.

There was a marked improvement in the frequency and in the time of transit of surface mails to and from India and Great Britain. Steadily increasing use was made of air mail services between Aden and overseas countries.

On 31st March, 1947, the pre-war Empire "All Up" air mail scheme which had been suspended since the outbreak of war in 1939, was abandoned by agreement of all participating countries, and was replaced by a new system of surcharged air mail and light letters. The annual subsidy to the Empire Air Mail Scheme was discontinued and from 1st April payment for the carriage of air mails was made by each postal administration in accordance with prescribed conveyance rates based on weight and mileage.

New air mail postage rates were introduced from 1st July. Substantial reductions were made in the rates for surcharged air mail to all countries and the light air letter rates were retained with a maximum of six annas to Empire countries.

Telephone development was completely checked by the delay in the

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The following table shows the number of persons who entered and left the colony during 1947:

167

	Emigration		Immigration	
	By Sea	By Air	By Sea	By Air
British	54	313	272	480
Other Europeans, including Americans	51	235	156	317
Indians	914	329	1,482	313
Jews	103	54	103	87
Other Asiatics	2	—	35	4
Somalis	3,512	4	3,259	32
Other Africans	17	6	51	50
Arabs	3,663	496	3,026	642
TOTAL	8,316	1,437	8,374	1,925
GRAND TOTAL	9,753		10,299	

Figures for the years 1944, 1945 and 1946 are given for comparison:

1944	Total Emigrants	9,460	Total Immigrants	7,371
1945	Total Emigrants	7,960	Total Immigrants	6,910
1946	Total Emigrants	26,661	Total Immigrants	25,851
1947	Total Emigrants	9,753	Total Immigrants	10,299

It will be noted that the 1947 figures have reverted to approximately those of 1944 and 1945 and this may be accounted for by the fact that the immediate post-war rush on travel has subsided, in so far as the Colony is concerned.

Chapter 2: Occupations, Wages and Labour Organisation

504 488 438

Aden is primarily a port, and the principal occupations of the population are those connected with the port, such as the coaling of ships, the handling of cargo and the building and repair of vessels. Next come the entrepot industries such as the cleaning and sorting of coffee and incense, the grading of hides and skins, and the distribution or re-shipment of imported merchandise. The one local product is salt, see Chapter VI. Finally, there are some small industries, such as the cutting of pearl-button blanks from trochas shells for local demand, the manufacture of soap, the fashioning of aluminium utensils from imported aluminium plate, the weaving of imported thread into cloth or dyeing and printing of imported cloth for the local market, the crushing of sesame seeds for cooking oil, the manufacture of cigarettes and the fashioning (without the dotter's wheel) of crude earthenware jars for storing water. At a rough

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MM1

kinds of fish are taken in fair quantity but no one species appears to predominate. Crawfish are reported as numerous on rocky bottoms, but they are only taken locally for sale fresh to Europeans. Oysters abound on the rocks between tidemarks and could no doubt be cultivated in several landlocked bays where markets are available.

In general, the fisheries appear to be promising but localised and seasonal, the fishermen tending to follow the shoals along the coast. A fishery based on a harbour might have to employ vessels of considerable ranged storage capacity if landings were to be kept constant throughout the year.

During the greater part of 1947 the Fisheries Officer was still under training in the United Kingdom, but the Fisheries Adviser to the Colonial Office himself spent a fortnight in the Colony and Protectorate early in the year and was much impressed by the quantity of fish available. By November an extensive survey of the fisheries resources of this area had been planned in London and a party, consisting of a fish oils chemist, a canning expert, a Political Officer and the permanent Fisheries Officer, arrived in Aden towards the end of the month. They were later joined by the Fisheries Adviser and a second Fisheries Officer was expected early in 1948.

By the end of the year, the two technical experts and the Political Officer were at work at Mukalla and the Fisheries Officer was at Aden starting to equip two vessels for experimental fishing.

OTHER INDUSTRIES

As already stated, the main industry is the bunkering of ships and the handling of cargo. These activities are in the hands of large firms, the labour employed consisting almost entirely of immigrant Yemeni Arabs who come south for a year or two, leaving their wives at home, and return when they have accumulated sufficient money.

There are some small factories owned by private companies. The chief are soap works, aluminium pressing of domestic utensils, cutting of button blanks from trochas shell, manufacture of cigarettes and dyeing and printing of cloth. These (with the exception of button blanks) supply the local demand and provide for export to adjoining territories.

Of industries organised among small producers, the principal one is the weaving of cloth, by one-man treadle-operated handlooms. This supplies Aden and adjoining territories. Small crushing-plants, with one camel turning a mill, extract sesame oil for cooking purposes.

The industries supplying the domestic market are mostly in the hands of individual craftsmen, or a master craftsman with a few assistants. Such are tailors, carpenters, blacksmiths, tinsmiths, garage mechanics, bakers, confectioners, potters, barbers, washermen and cobblers.

Lorries are owned in small fleets by merchants and contractors; conversely, the 65 buses are almost in individual ownership. Taxis are in small ownership, and mainly driven by Somalis.

As an example of the diverse nationality of business ownerships in Aden, the following are the main concerns and their proprietorship:

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and rather flat in appearance; its highest point, about a mile northward of its southern extremity, is 214 feet high. The surface of the island is grooved with dry water-courses and covered with coarse grass and stunted shrubs, the sub-soil being sand and conglomerate coral. Perim Harbour and False Bay, a small shoal-light, lie on the southern side of the island. It possesses a good small harbour on the south-west side, with an entrance 860 yards in breadth, and an emergency landing-ground on the north side.

The climate of Aden Colony is not unhealthy, though the heat and humidity are trying between April and October. During the north-east monsoon—that is, between the latter part of October and April—the climate is generally cool and pleasant. During the south-west monsoon—that is, in July and August—strong winds prevail which give some relief from the damp airless heat of May, June and September. Sandstorms are apt to occur in the months of June, July and August. These come from a northerly direction, usually a short time before sunset, and are often very intense, though of short duration. The weather during July and August is frequently very hazy, and it is not uncommon for ships to pass quite close to Aden without picking up the land.

The rainfall is extremely scanty, and in some years non-existent, but as much as 8 inches have been known to fall in a year.

Chapter 2: History

Aden has been a place of importance historically owing to its possession of the only good harbour situated on the main ocean trade-route between Egypt and India and to the fact that it is easily defensible. Before the discovery of the Cape route in the fifteenth century, the trade followed much the same course as the main trade-route between the East and the West does to-day, across the Indian Ocean to Aden, thence up the Red Sea and across Egypt to the Mediterranean. There can be little doubt that in Roman and earlier times Aden was a port of considerable significance, although its relative importance compared with other towns on the Arabian coast is not at present known. The discovery of the Cape route at the end of the sixteenth century diverted the major portion of the trade from the old Red Sea route, and in consequence the port of Aden declined. Aden was attacked by the Portuguese in 1513 and 1516, captured by the Turks in 1538 and remained in their hands about 100 years, when the Yemen Arabs rebelled and drove the Turks out; Aden thus came under the Imams of Sana, who never have renounced their claim to it. In 1728 the Sultan of Lahej, the ruler of the territory adjacent to Aden, revolted and established his independence, and included Aden in his Sultanate.

The decline of Aden continued until its capture by the British in 1839, when its village consisted of 500 inhabitants. Financial negotiations with the Sultan of Lahej having failed, the plundering of an Indian ship

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MM1

on the coast near Aden resulted in the capture of Aden by a successful expedition sent from Bombay by the East Indian Company under Major Bailey and Captain Haines of the Indian Navy. The latter became the first Resident. The desire to establish coaling-stations on trade-routes necessitated by the replacement of sailing-ships by steamers was one of the reasons which led to Aden's occupation by the British. The revival of the Red Sea route and the opening of the Suez Canal in 1869 regained for Aden its old importance. As a result of the increased prosperity of Aden since British occupation, the civil population excluding military has risen from 500 to 80,516 (according to the census taken in October, 1946). The modern commercial prosperity of Aden is based on the fact that it is a fuelling-station, originally for coal, and now for coal and oil. It is nearer than any other large port on the main eastern trade route to the Anglo-Iranian Oil Company's production centre in the Persian Gulf. The fact that ships call at Aden for fuelling has caused general increase in trade, and it is the distributing centre for trade to and from Arabia, Ethiopia, Somaliland and Africa.

Perim Island was first occupied by the French in 1738. In 1799 the British took formal possession, but evacuated the island in the same year. It was later reoccupied by the British in January, 1857, and placed under the control of an Assistant Political Resident at Aden. In 1929 the Manager of the Perim Coal Company was appointed Government Agent, but, on the closing down of that Company in October, 1936, the Commissioner of Police, Aden, was appointed Administrator of the island. A police detachment is maintained at Perim, and the Administrator makes regular visits from Aden, usually by air.

Chapter 3: Administration

Since 1937, when the territory was taken from the control of the Government of India and put under the Colonial Office, the constitution of Aden has been that of a Crown Colony. The Colony is administered by a Governor, assisted by an Executive Council.

Under the royal instructions, the Executive Council of the Colony consists of the officer lawfully discharging the functions of Chief Secretary and such other persons as may from time to time be appointed by His Majesty by any instructions or warrants under his sign manual and signet, or as the Governor may, by an instrument under the public seal of the Colony, appoint in pursuance of instructions from His Majesty through one of his principal Secretaries of State, or as the Governor may provisionally appoint in the manner provided in the royal instructions.

Whenever upon any special occasion the Governor desires to obtain the advice of any person within the Colony relating to affairs therein, he may summon such person, for such special occasions, as an Extraordinary Member of the Council.

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden MM1

PORT ADMINISTRATION

The Port of Aden, which affords safe accommodation for vessels up to 34 feet in draught (vessels of deeper draught can be handled by working the tides), is administered by a Board of Trustees constituted under the Aden Port Trust Act, No. V of 1888. The Board is at present composed of four officials including the chairman and eight non-officials. The Trustees with the exception of the chairman are appointed by the Governor for a period of two years. Vacancies during this period are also filled by the Governor. The Board publishes an Aden Port Trust Administration Report annually.

The minimum depth of water at low tide available in the Approach Channel and the Inner Mooring Basin, is 36 feet; there are 19 first-class berths, including 11 oil berths suitable for large vessels; 5 second-class berths, including 1 oil berth suitable for vessels of medium size; 8 third-class berths suitable for small vessels. The oil berths are connected to the land installation by submarine pipe-lines: all berths are available for the supply of bunker coal and general purposes.

The Port Trust maintains a pilot service consisting of one Harbour Master and seven pilots.

Mercantile marine matters are dealt with by the Port Officer. The present incumbent is a retired Officer of the Royal Navy, who is also Superintendent of Lighthouses.

Finance

The following statement shows the opening and closing balances with actual receipts and expenditure for the year ending 31st March, 1947:

Opening balance on 1st April, 1946 .	Rs.	3,08,462	0 2
Receipts for the year 1946–47 . .		29,16,513	1 2
	Rs.	32,24,975	1 4
Expenditure for the year 1946–47 .		26,87,504	10 1
Closing balance on 31st March, 1947 .	Rs.	5,37,470	7 3

NOTE: The Port Trust Accounts are maintained for the financial year and not for the calendar year.

PUBLIC RELATIONS AND INFORMATION

General

During 1947 the Department of Public Relations and Information continued to be under the direct control of His Majesty's Government. In conformity with the need for economy the services of a full-time Public Relations Officer was dispensed with in the second half of the year, and the Protectorate Education Officer appointed to hold the position in addition to his other duties. Reductions were also made in clerical

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433 of imported thread into cloth or dyeing and printing of imported cloth for the local market, the crushing of sesame seeds for cooking oil, the manufacture of cigarettes and the fashioning (without the potter's wheel) 467 earthenware jars for storing water. At a rough estimate 5,000 employed in the port, 1,000 men and 200 women in the entrepôt , 500 men in salt manufacture and 100–200 in each of the other mentioned. There are, of course, numerous minor industries ages, tailors, bakeries, production of electric light and water (Government owned), cinemas and a host of trades carried on by persons who range from substantial importers of grain to sellers of water by the 464 glass in the streets. The number of these traders is greatly in excess of 467 the real needs of the town, owing partly to the shifting nature of the population and to the chronic under-employment and poverty.

511 Wages of unskilled labour in Aden are low, partly on account of the 465 very low standard of efficiency which is the result of malnutrition, lack of education and an enervating climate, and partly to the pressure of the surplus labour from the Yemen, so close at hand.

465 During the year there was constant pressure to increase rates of wages, not because of any increase in the cost of living (which fell slightly as 467 Japanese cloth at cheaper prices became available), but because of greater 468 organisation among the employees of the three big companies who service the port, and very largely because Government employees received substantial payments in anticipation of arrears of salary from 1st January, 1946, following the visit of a Commission of Enquiry. These interim awards to Government staff were immediately followed by demands for similar bonus payments from commercial employees, backed up by strikes or the threat of strikes, and these demands were generally conceded.

468 A strike of the Anglo-Iranian Oil Company's labour in November affected the port; a few ships were oiled direct from tankers or by the 504 services of office staff, but some shipping had to be diverted to other ports. The coal and other port labour joined the strike. The strikers refused Government arbitration, and after three weeks the employers conceded the majority of the men's demands.

465 A Labour Advisory Board, on which the Government, Port Trust and other substantial employers of labour are represented, has fixed the 464 minimum rate for unskilled labour at Rs. 1.6.0 (2*s.* 2*d.*) a day, and this rate is now paid by the big firms, but casual labourers who work for Arab or other small employers, do not achieve anything like this sum, even when in regular employment, and the monthly earnings of most men are greatly reduced by irregular employment.

Skilled tradesmen are insufficient for the requirements of Aden and so can command relatively good pay—up to Rs. 100 a month (£7 10*s.*) or more. There is also competition for skilled tradesmen from the oil-fields of the Persian Gulf, where high wages are being offered.

435 Commodity prices have not varied much during the year and the following are approximate figures for December, 1948 (price control is effective for such staple articles of diet as flour, rice and sugar):

6:Gt. Brit., Colonial Office G-3 (1948) 1950 MM1 Aden MM1

of Aden as a bunkering port for supplies of coal and oil ensures frequent shipping opportunities. The salient features of the import trade are repeated in the export figures, as the bulk of imports are re-exported. The principal business is in skins, hides, coffee, cotton piece-goods, cotton yarns, dates, grain, pulse and flour, sugar, tea, spices, oils, tobacco, gum, shells and salt.

The entrepôt trade is in the hands of large merchants, European, Indian and Arab.

Chapter 6: Production

SALT

The principal native product of Aden is salt, made from sea-water by solar evaporation in a series of pans 3,682 acres in extent. The export in 1948 amounted to 261,361 tons.

This industry is in the hands of four manufacturers, one Italian, under the management of the Custodian of Enemy Property, and three Indian. The year 1948 showed a considerable improvement in production as compared with the previous two years. The tonnage produced during the last five years is given below:

Year	*Quantity of salt produced in tons*
1944	205,308
1945	139,945
1946	113,042
1947	194,549
1948	271,108

FISHERIES

The coast of the Colony proper extends for approximately 16 sea miles as the crow flies, but is much indented. The bottom shelves steadily to around 50 fathoms 10 miles offshore, beyond which it falls sharply to over 100 fathoms.

In general the fishing is not to be compared with that of the Eastern Aden Protectorate. During the South-West Monsoon, however, an easterly migration of shoals of large pelagic fish occurs and, while these are in the vicinity, heavy landings may take place. During the summer of 1948 this fishery was well below average. For the remainder of the year, migratory fish occur spasmodically and the location of shoals calls for skill and experience.

Bottom fish are few and small except on certain rocky patches where handlines and basket traps achieve good results.

There are approximately 1,300 fishermen whose homes are in the Colony. Many of them migrate with the fish shoals along the Protectorate coast and, when fish are abundant at Aden, Protectorate fishermen come to fish in the Colony.

6: Gt. Brit., Colonial Office G-3 (1948) 1950 MM1 Aden M M1

501 The craft used are of two kinds, the sambuk, which is a planked surf-boat of up to 35 feet long, and the huri, a dugout canoe imported from India to which a topstrake is usually added locally. Huris range from 8 to 30 feet and are popular because they can withstand neglect and rough usage. No power-craft are yet used for fishing. During 1948 there were 34 sambuks and 341 huris in the Colony.

286 Nets are all hand-braided locally. There are several types which
226 operate by surrounding a shoal of pelagic fish which are then induced to gill themselves. Beach seins are also used and cast-nets are popular for small shoaling fish. Handlines are used extensively but longlines are not known.

435 Although prices are generally higher for consumption fresh than for salting, lack of transport prevents fish from reaching the Colony's markets in any quantity from outside a few miles radius. In consequence, landings are spasmodic and prices fluctuate widely, to the detriment of both fisherman and consumer. There is no provision for dealing with temporary gluts except by salting for export. Salt fish is beyond the means of the poorer people, as loss of weight during curing increases its price.

226 In short, the Colony's fishing industry is not at present able to maintain a steady supply of fish for a community of 80,000 people. A Fishery Officer has, however, been appointed and it is hoped that he will be able to improve the position in years to come.

The island of Perim at the mouth of the Red Sea is part of the Crown
[439 Colony. The Perim fishing community comprises between 20 and 30 families, who salt and export their surplus fish to an annual value of between Rs. 15,000 and Rs. 20,000. The Perim pearl fisheries have not been let since 1946, when the lessee is reported to have lost money on the enterprise.

OTHER INDUSTRIES

504 As already stated, the main industry is the bunkering of ships and
473 the handling of cargo. These activities are in the hands of large firms, the
167 labour employed consisting almost entirely of immigrant Yemeni Arabs who come south for a year or two, leaving their wives at home, and return when they have accumulated sufficient money.

433 There are some small factories owned by private companies. The
472 chief are soap works, aluminium pressing of domestic utensils, cutting of button blanks from trochas shell, manufacture of cigarettes and dyeing and printing of cloth. These (with the exception of button blanks) supply the local demand and provide for export to adjoining territories.

286 Of industries organised among small producers, the principal one is
249 the weaving of cloth, by one-man treadle-operated handlooms. This supplies Aden and adjoining territories. Small crushing plants, with one camel turning a mill, extract sesame oil for cooking purposes.

463 The industries supplying the domestic market are mostly in the hands of individual craftsmen, or a master craftsman with a few assistants. Such are tailors, carpenters, blacksmiths, tinsmiths, garage mechanics, bakers, confectioners, potters, barbers, washermen and cobblers.

6: Gt. Brit. Colonial Office. G-3 (1948) 1950 MMi Aden MMI

PART III

Chapter 1 : Geography and Climate

THE Colony of Aden is situated in latitude 12° 47′ N. and longitude 45° 10′ E., about 100 miles east of the Straits of Bab-el-Mandeb on the southern coast of Arabia. It comprises :

(*a*) The Peninsula on which are situated the main town known as Crater, the modern harbour suburb known as Tawahi, adjacent to which is an area leased by the Township Authority to the Air Ministry for Royal Air Force and military purposes, and known collectively as Steamer Point but more particularly by the name of the spurs of Jebel Shamsan, on which buildings have been constructed, and lastly the Dhow Harbour and village of Maalla.

(*b*) The Isthmus known as Khormaksar.

(*c*) An area of land enclosing the modern harbour and extending north and west to the Little Aden Peninsula. The villages of Sheikh Othman, Hiswa, Imad, Buraikha and Fukum (the last two on the Little Aden Peninsula) are situated in this area.

(*d*) The island of Perim.

The Aden Peninsula is high, rocky and of volcanic formation ; Jebel Shamsan, its summit, is 1,725 feet high, and there are some turreted peaks close to it. The harbour lies to the westward and north-west of the Peninsula. Dwelling-houses and shops are constructed on the ridges of the mountain and in the valley between them where the ground is normally level. Crater, the main and original town, is situated at a distance of five miles from the modern harbour, and lies in the extinct volcano on the east of the Peninsula.

The isthmus is a flat, sandy plain on which have been laid out the aerodrome and lines of the Royal Air Force, the Aden Protectorate Levy Lines, the Singapore Lines and the golf course. It is only 1,320 yards wide at its narrowest point near the Peninsula. Cultivation occurs at Sheikh Othman in the form of a large vegetable and fruit-garden belonging to the Township Authority. There are also privately owned date-palms there.

Hiswa has several groves of palms, but with these exceptions there is no regular cultivation in the Colony.

Salt is manufactured in large quantities on the flat shores of the bay, by the process of solar evaporation.

Perim Island, situated in the Straits of Bab-el-Mandeb, is bare, rocky and rather flat in appearance ; its highest point, about a mile northward of its southern extremity, is 214 feet high. The surface of the island is grooved with dry water-courses and covered with coarse grass and stunted shrubs, the sub-soil being sand and conglomerate coral. Perim Harbour

6:Gt. Brit., Colonial Office G-3 (1948) 1950 MM1 Aden MM1

and False Bay, a small shoal light, lie on the southern side of the island. It possesses a good small harbour on the south-west side, with an entrance 860 yards in breadth, and an emergency landing-ground on the north side.

The climate of Aden Colony is not unhealthy, though the heat and humidity are trying between April and October. During the north-east monsoon—that is, between the latter part of October and April—the climate is generally cool and pleasant. During the south-west monsoon —that is, in July and August—strong winds prevail which give some relief from the damp airless heat of May, June and September. Sand-storms are apt to occur in the months of June, July and August. These come from a northerly direction, usually a short time before sunset, and are often very intense, though of short duration. The weather during July and August is frequently very hazy, and it is not uncommon for ships to pass quite close to Aden without picking up the land.

The rainfall is extremely scanty, and in some years non-existent, but as much as eight inches have been known to fall in a year.

Chapter 2: History

Aden has been a place of importance historically owing to its possession of the only good harbour situated on the main ocean trade-route between Egypt and India and to the fact that it is easily defensible. Before the discovery of the Cape route in the fifteenth century, the trade followed much the same course as the main trade-route between the East and the West does to-day, across the Indian Ocean to Aden, thence up the Red Sea and across Egypt to the Mediterranean. There can be little doubt that in Roman and earlier times Aden was a port of considerable significance, although its relative importance compared with other towns on the Arabian coast is not at present known. The discovery of the Cape route at the end of the sixteenth century diverted the major portion of the trade from the old Red Sea route, and in consequence the port of Aden declined. Aden was attacked by the Portuguese in 1513 and 1516, captured by the Turks in 1538 and remained in their hands about 100 years, when the Yemen Arabs rebelled and drove the Turks out; Aden thus came for a period under the Imams of Sana. In 1728 the Sultan of Lahej, the ruler of the territory adjacent to Aden, revolted and established his independence, and included Aden in his Sultanate.

The decline of Aden continued until its capture by the British in 1839, when its village consisted of 500 inhabitants. The plundering of an Indian ship on the coast near Aden led to the capture of Aden by a successful expedition sent from Bombay by the East Indian Company under Major Bailey and Captain Haines of the Indian Navy. The latter became the first Resident. The need to establish coaling-stations on trade-routes necessitated by the replacement of sailing-ships by steamers was one of the reasons which led to Aden's occupation by the British. The revival

6:Gt. Brit., Colonial Office G-3 (1948) 1950 MM1 Aden

of the Red Sea route and the opening of the Suez Canal in 1869 regained for Aden its old importance. As a result of the increased prosperity of Aden since British occupation, the civil population excluding military has risen from 500 to 80,516 (according to the census taken in October, 1946). The modern commercial prosperity of Aden is based on the fact that it is a fuelling-station, originally for coal, and now for coal and oil. It is nearer than any other large port on the main eastern trade route to the Anglo-Iranian Oil Company's production centre in the Persian Gulf. The fact that ships call at Aden for fuelling has caused general increase in trade, and it is the distributing centre for trade to and from Arabia, Ethiopia, Somaliland and Africa.

Perim Island was first occupied by the French in 1738. In 1799 the British took formal possession, but evacuated the island in the same year. It was later re-occupied by the British in January, 1857, and placed under the control of an Assistant Political Resident at Aden. In 1929 the Manager of the Perim Coal Company was appointed Government Agent, but, on the closing down of that Company in October, 1936, the Commissioner of Police, Aden, was appointed Administrator of the island. A police detachment is maintained at Perim, and the Administrator makes regular visits from Aden, usually by air.

Chapter 3: Administration

Since 1937, when the territory was taken from the control of the Government of India and put under the Colonial Office, the constitution of Aden has been that of a Crown Colony. The Colony is administered by a Governor, assisted by an Executive Council.

Under the royal instructions, the Executive Council of the Colony consists of the officers lawfully discharging the functions of Chief Secretary, of Attorney General and of Financial Secretary and such other persons as may from time to time be appointed by His Majesty by any instructions or warrants under his sign-manual and signet, or as the Governor may, by an instrument under the public seal of the Colony, appoint in pursuance of instructions from His Majesty through one of his principal Secretaries of State, or as the Governor may provisionally appoint in the manner provided in the royal instructions.

Whenever upon any special occasion the Governor desires to obtain the advice of any person within the Colony relating to affairs therein, he may summon such person, for such special occasions, as an Extraordinary Member of the Council.

Under the provisions of the Aden Colony (Amendment) Order, 1944, a Legislative Council was constituted for the Colony of Aden. The Council was inaugurated in January, 1947, and consists of the Governor as President, 4 *ex-officio* members, not more than 4 official members, and not more than 8 unofficial members. A list of members of the Executive and Legislative Councils is attached as Appendix I.

6:Gt. Brit . Colonial Office G-3 (1948) 1950 MM1 Aden MM1

632 services, the maintenance and improvement of roads, the provision of recreation facilities for the Aden public and the control of building operations. 435 It has still been found necessary to maintain foodstuffs stalls in the municipal markets in order to ensure that the majority of the population can purchase essential foodstuffs, such as sugar and rice, at Government controlled prices.

362 During 1948 the Township Authorities were able to build a further 40 houses in Sheikh Othman for working class families, and recently 40 families were moved into them, their former insanitary mud and wattle hovels being destroyed thus removing a source of danger to public health. In Crater 12 houses were completed and allocated.

PORT ADMINISTRATION

•504 The Port of Aden, which affords safe accommodation for vessels up to 34 feet in draught (vessels of deeper draught can be handled by working 647 the tides), is administered by a Board of Trustees constituted under the Aden Port Trust Act, No. V of 1888. The Board is at present composed of four officials including the Chairman, and eight non-officials. The Trustees, with the exception of the Chairman, are appointed by the Governor for a period of two years. Vacancies during this period are also filled by the Governor.

The minimum depth of water at low tide available in the approach channel and the inner mooring basin is 36 feet; there are 19 first-class berths, including 11 oil berths, suitable for large vessels; 5 second-class berths, including 1 oil berth, suitable for vessels of medium size; 8 third-class berths suitable for small vessels. The oil berths are connected to the land installation by submarine pipe line; all berths are available for the supply of bunker coal and general purposes.

[502] The Port Trust maintains a pilot service consisting of one Harbour Master and nine pilots.

The Aden Port Trust publishes a separate Administration Report.

Mercantile marine matters are dealt with by the Port Officer. The present incumbent is also Superintendent of Lighthouses.

Finance

652 The following statement shows the opening and closing balances with actual receipts and expenditure for the year ending 31st March, 1948:

Opening balance on 1st April, 1947 . .	Rs.	5,37,470	7	3
Receipts for the year 1947–48 . .		41,34,740	8	9
	Rs.	46,72,211	0	0
Expenditure for the year 1947–48 .		39,74,764	8	2
Closing balance on 31st March, 1948 .	Rs.	6,97,446	7	10

NOTE: The Port Trust Accounts are maintained for the financial year and not for the calendar year.

Chapter 4: Currency and Banking

436

The official currency of the Colony is the Indian rupee. Exchange at par is Re. 1 to 1s. 6d. sterling. It is proposed to change to East African shilling currency, but the date is not yet fixed for the change.

The amount of currency in circulation at December, 1950, was estimated to be :

Notes : Rs. 3,25,00,000 ; Coin : Rs. 5,00,000.

453

The following banks operate in Aden :

The National Bank of India Ltd., with two branches ;

Messrs. Cowasjee Dinshaw & Bros.

There is one Savings Bank operated by the Post Office. Depositors and deposits in 1949 and 1950 were :

	1949		1950
Number of depositors	2,886	..	3,254
Total deposits	Rs. 26,80,509	..	Rs. 30,95,229
Total capital	Rs. 28,03,985	..	Rs. 31,11,050

Chapter 5: Commerce

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504

Apart from the export of salt, the bulk of the trade of Aden falls into two main classes, namely, entrepôt and transhipment.

The raw produce of neighbouring countries is transhipped at Aden to consuming countries in the vicinity. The importance of Aden as a bunkering port for supplies of coal and oil ensures frequent shipping opportunities. The salient features of the import trade are repeated in the export figures, as the bulk of imports are re-exported or sold in Aden for consumption outside. The principal business is in skins, hides, coffee, cotton piece-goods, cotton yarns, dates, grain, pulse and flour, sugar, tea, spices, oils, tobacco, gum, shells and salt.

The entrepôt trade is in the hands of large merchants, European, Indian and Arab.

ECONOMIC CONTROL

439

Considerable relaxation of economic control measures has been found possible during the two years under review. The Open General Licence system was introduced for the import of non-restricted goods from the U.K. in 1949, and the system was extended in 1950 to cover other Commonwealth Countries (except Canada), British dependencies (except Hongkong) and all the European countries which have joined the European Payments Union.

It is still necessary to avoid imports from "hard" currency sources, but it has been possible to reduce the number of commodities for which a distribution scheme is in force.

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden MM1

PART III

Chapter 1: Geography and Climate

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Cultivation occurs at Sheikh Othman in the form of a large vegetable and fruit garden belonging to the Township Authority, and there are some privately-owned date-palms there. Hiswa also has several groves of palms, but with these exceptions there is no regular cultivation in the Colony. 241

Perim Island, situated in the Straits of Bab-el-Mandeb, is bare, rocky and rather flat in appearance ; its highest point, about a mile northward at its southern extremity is 214 feet high. The surface of the island is grooved with dry water-courses and covered with coarse grass and stunted shrubs, the sub-soil being sand and conglomerate coral. Perim Harbour and False Bay, a small shoal light, lie on the southern side of the island. It possesses a good small harbour on the south-west side, with an entrance 860 yards in breadth, and a small air landing ground. 133 134 368 504

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden MM1

132 The climate of Aden Colony is not unhealthy, though the heat and humidity are trying between April and October. During the north-east monsoon—that is, between the latter part of October and April—the climate is generally cool and pleasant. During the south-west monsoon—that is, in July and August—strong winds prevail which give some relief from the damp airless heat of May, June and September. Sand storms are apt to occur in the months of June, July and August. These come from a northerly direction, usually a short time before sunset, and are often very intense, though of short duration. The weather during July and August is frequently very hazy, and it is not uncommon for ships to pass quite close to Aden without picking up the land.

The rainfall is extremely scanty, and in some years non-existent, but as much as eight inches have been known to fall in a year.

Chapter 2: History

504 175 Aden has been a place of importance historically owing to its possession of the only good harbour situated on the main ocean trade-route between Egypt and India and to the fact that it is easily defensible. Before the discovery of the Cape route in the fifteenth century, the trade followed much the same course as the main trade-route between the East and the West does today, across the Indian Ocean to Aden, thence up to the Red Sea and across Egypt to the Mediterranean. There can be little doubt that in Roman and earlier times Aden was a port of considerable significance, although its relative importance compared with other towns on the Arabian coast is not at present known. The discovery of the Cape route at the end of the sixteenth century diverted the major portion of the trade from the old Red Sea route, and in consequence the port of Aden declined. Aden was attacked by the Portuguese in 1513 and 1516, captured by the Turks in 1538 and remained in their hands about 100 years, when the Yemen Arabs rebelled and drove the Turks out ; Aden thus came for a period under the Imams of Sana. In 1728 the Sultan of Lahej, the ruler of the territory adjacent to Aden, revolted and established his independence, and included Aden in his sultanate.

The decline of Aden continued until its capture by the British in 1839, when its village consisted of 500 inhabitants. The plundering of an Indian ship on the coast near Aden led to the capture of Aden by a successful expedition sent from Bombay by the East India Company under Major Bailey and Captain Haines of the Indian Navy. The latter became the first Resident. The need to establish coaling-stations on trade-routes because of the replacement of sailing-ships by steamers was one of the reasons which led to the occupation of Aden by the British. The revival of the Red Sea route and the opening of the Suez Canal in 1869 regained for Aden its old importance. As a result of the increased prosperity of Aden since British occupation, the civil

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden mm1

population excluding military has risen from 500 to 100,000 (according to the latest estimate). 504 175

The modern commercial prosperity of Aden is based on the fact that it is a refuelling station, originally for coal, and now for coal and oil. It is nearer than any other large port on the main eastern trade route to the oil companies' production centres in the Persian Gulf. The fact that ships call at Aden for fuelling has caused a general increase in trade, and it is the distributing centre for trade to and from Arabia, Ethiopia, Somaliland and the African Coast. 504

Perim Island was first occupied by the French in 1738. In 1799 the British took formal possession, but evacuated the island in the same year. It was later reoccupied by the British in January, 1857, and placed under the control of an Assistant Political Resident at Aden. In 1929 the Manager of the Perim Coal Company was appointed Government Agent, but on the closing down of that Company in October, 1936, the Commissioner of Police, Aden, was appointed Administrator of the island. A police detachment is maintained at Perim, and the Administrator makes regular visits from Aden. 175 642

Chapter 3: Administration

Since 1937, when the territory was taken from the control of the Government of India and put under the Colonial Office, the constitution of Aden has been that of a Crown Colony. The Colony is administered by a Governor, assisted by an Executive Council. 643

Under the royal instructions, the Executive Council of the Colony consists of the officers lawfully discharging the functions of Chief Secretary, of Attorney General and of Financial Secretary and such other persons as may from time to time be appointed by His Majesty by any instructions or warrants under his sign manual and signet, or as the Governor may, by an instrument under the public seal of the Colony, appoint in pursuance of instructions from His Majesty through one of his principal Secretaries of State, or as the Governor may provisionally appoint in the manner provided in the royal instructions.

Whenever upon any special occasion the Governor desires to obtain the advice of any person within the Colony relating to affairs therein, he may summon such person, for such special occasions, as an Extra-ordinary Member of the Council.

Under the provisions of the Aden Colony (Amendment) Order 1944, a Legislative Council was constituted for the Colony of Aden The Council was inaugurated in January, 1947, and consists of the Governor as President, 4 ex-officio members, not more than 4 official members and not more than 8 unofficial members. A list of members of the Executive and Legislative Councils is attached as an appendix at page 58. 646

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden mm1

632 *Qat Tax*

651 Yield in 1949 .. Rs. 2,58,578.
Yield in 1950 .. Rs. 3,55,706.

[276] The tax on qat (a narcotic leaf chewed by the local inhabitants) is collected at the Sheikh Othman Township Office. The tax was assessed at Rs. 1-14-0 per 20 lb., but was increased to Rs. 2-12-0 from January, 1950.

Vehicles

Yield in 1949 .. Rs. 1,739.
Yield in 1950 .. Rs. 1,765.

The Township Authority registers all animal and hand-drawn vehicles and a Registration Fee varying between Rs. 8 and Rs. 12 per annum is charged. Vehicles fitted entirely with rubber tyres are, however registered free of charge in order to encourage the use of rubber tyres so that wear and tear on road surfaces can be decreased. Bicycles are not registered at present.

Motor vehicles are registered by the Police, who collect the taxes, issue licences, etc.

Trade Licences

Yield in 1949 .. Rs. 86,260.
Yield in 1950 .. Rs. 87,063.

Licensing of general traders was introduced during the war as an aid to control, the fee being only Re. 1 a quarter, except for wholesalers and traders in tobacco and dangerous substances, who pay much higher rates.

PORT ADMINISTRATION

504 647 The Port of Aden, which affords safe accommodation for vessels up to 34 feet in draught (vessels of deeper draught can be handled by working the tides), is administered by a Board of Trustees constituted under the Aden Port Trust Act, No. V of 1888. The Board is at present composed of four officials including the Chairman, and eight non-officials. The Trustees, with the exception of the Chairman, are appointed by the Governor for a period of two years. Vacancies during this period are also filled by the Governor.

504 The minimum depth of water at low tide available in the approach channel and the inner mooring basin is 36 feet ; there are 19 first-class berths, including 11 oil berths, suitable for large vessels ; 5 second-class berths, including 1 oil berth, suitable for vessels of medium size ; 8 third-class berths suitable for small vessels. The oil berths are 647 connected to the land installation by submarine pipe line ; all berths are available for the supply of bunker coal and general purposes. The 502 Port Trust maintains a pilot service consisting of one Harbour Master

7: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden MM1

647
and nine pilots. Mercantile marine matters are dealt with by the Port 502
Officer. The present incumbent is also Superintendent of Lighthouses.

The Port has continued to thrive throughout the period and there 504
has been a further increase in the number and tonnage of ships using the harbour. There has been an increase in the number of ships calling for the purpose of bunkering and a consequent increase in the business done by the oil supplying companies. Coal bunkering has shown the falling off noticeable in previous years.

The Aden Port Trust publishes an annual report.

PUBLIC RELATIONS AND INFORMATION OFFICE

The Public Relations and Information Office continued under the 647
part-time supervision of the District Commissioner with an Advisory 208
Committee representing local opinion. In accordance with their recommendations the main activity has been the showing of news and documentary films, in English and Arabic, at clubs and in public open spaces.

A regular series of Bulletins, in English and Arabic and occasionally 204
Gujerati, was published on departmental activities and matters of local interest, and these are now issued from time to time on special topics. Regular news sheets were issued in 1949 and early in 1950, but these have now been replaced by occasional press conferences with Heads of Departments as the local Arab press is increasing in circulation and experience and becoming more qualified to give publicity to Government intentions and achievements.

There is no local broadcasting system, news and entertainment being 207
offered direct by the B.B.C. Arabic Service and the broadcasting stations of Cairo, Delhi, Damascus, Baghdad and other Arab countries. A public address system, with loud-speakers in open spaces in the main 203
centres of population, is used for announcements of importance.

Public reading rooms in the Colony, which had been set up by the 217
Ministry of Information during the war, were closed as a measure of economy in 1948, but three were maintained in the Protectorate.

The routine activities of the Office which includes the supply of news 208
reels to commercial cinemas, the distribution of periodicals to institu- 647
tions and interested persons, and the provision of information services to the Aden Protectorate and Kamaran, were maintained during the year.

Chapter 4: Weights and Measures

804
Imperial weights and measures are the legal standard, but a number of local and Indian measures are in use, particularly the frasila, which is normally 28 lb. but varies for different commodities.

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

Chapter 4: Currency and Banking

436 Indian currency was legal tender up to 30th September, 1951, thereafter the East African shilling became the legal currency in the Colony and Protectorate.

The amount in circulation on 31st December, 1952, was :

Coin . . £192,264. Notes . . £3,828,136.

453 The banks operating in the territory are :

485 The National Bank of India Ltd.
The Eastern Bank Ltd.
The British Bank of Middle East.
Messrs. Cowasjee Dinshaw & Bros.

There is one Savings Bank operated by the Post Office. The amounts deposited in it and the number of depositors were :

	1951	1952
Number of depositors or members	3,595	4,022
Total Deposits . .	*Shs.*5,774,584	*Shs.*5,990,820
Total Capital . .	*Shs.*5,792,332	*Shs.*6,020,112

The foreign exchange rates in force are as follows :

	Bank Selling Demand & T.T.	*Bank Buying Demand & T.T.*
Sterling . . .	100⅛ & 100 3/16	99⅛ & 99 3/16
U.S.A. $ . .	*Shs.* 715=$100	*Shs.* 705=$100
Canadian $ . .	*Shs.* 729=$100	*Shs.* 720=$100
Swiss Francs . .	*Shs.* 100=60 francs	*Shs.* 90=60 francs
French Francs . .	*Shs.* 20=980 francs	*Shs.* 19=980 francs
Australian £ . .	*Shs.*1,609=£A.100	*Shs.*1,605=£A.100
Egyptian £ . .	*Shs.*2,060=£E.100	*Shs.*2,050=£E.100

Chapter 5: Commerce

439 Apart from the export of salt, the bulk of the trade of Aden falls into two main classes, namely, entrepot and transhipment.

The raw produce of neighbouring countries is transhipped at Aden to consuming countries in the vicinity. The importance of Aden as a bunkering port for supplies of coal and oil ensures frequent shipping opportunities. The principal trade is in skins, hides, coffee, cotton piece-goods, cotton yarns, dates, grain, pulse and flour, sugar, tea, spices, oils, tobacco, gum, shells and salt.

The entrepot trade is in the hands of large merchants, European, Indian and Arab.

The import and export figures given in the tables which follow relate solely to trade passing through the port of Aden. Overland trade from and to the Western Aden Protectorate is not recorded.

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

skipper, one engineer and six crew, one accountant and one clerk/interpreter. A few statistical posts are operating in the Protectorate but Colony statistics on a weight basis will not be collected until April, 1953.

Local fishermen are encouraged to increase yields by using better materials, different gear, powered boats and to fish in any newly discovered areas, particularly off-shore. In addition the setting up of co-operative societies, a debt settlement organisation and better run markets are contemplated.

A Government loans fund of £2,000 per annum for fishermen was created in 1950. Two fishermen have mechanised their sambuks; corks for floating nets have replaced pieces of wood; more and more fishing nets are being made from machine-made twines; and better shark-fishing tackle is being introduced. Manufactured net preservatives and nylon traces are beginning to be used by the hand-line fishermen.

Fisheries Committee

A Government Fisheries Committee was appointed in 1951 to direct the activities of the Fisheries Department. Much of the progress mentioned above has been achieved since its creation. The Committee suggested a radical change in fish marketing, the setting up of a marketing organisation, debt settlement, long-term credit for fishermen, the repeal of restrictive fisheries laws and greater efforts by the Fisheries Department to find further fishing grounds and new methods suitable for the local fishing industry. All these suggestions have been favourably considered by Government and it is hoped that development will not be slow once the necessary steps have been taken.

OTHER INDUSTRIES

As already stated, the main industry is the bunkering of ships and the handling of cargo. These activities are in the hands of large firms, the labour employed consisting almost entirely of immigrant Yemen Arabs who come south for a year or two, leaving their wives at home, and return when they have accumulated sufficient money.

There are some small factories owned by private companies. The chief products are soap, soft drinks, aluminium pressed domestic utensils, cigarettes and dyed and printed cloth. These supply local demand and provide for export to adjoining territories.

Of the industries organised among small producers, the principal one is the weaving of cloth by one-man treadle-operated handlooms which supplies Aden and adjoining territories. Small crushing plants, with one camel turning a mill, extract sesame oil for cooking purposes.

The industries supplying the domestic market are mostly in the hands of individual craftsmen, or a master craftsman with a few assistants. Such are tailors, carpenters, blacksmiths, tinsmiths, garage mechanics, bakers, confectioners, potters, barbers, washermen and cobblers.

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

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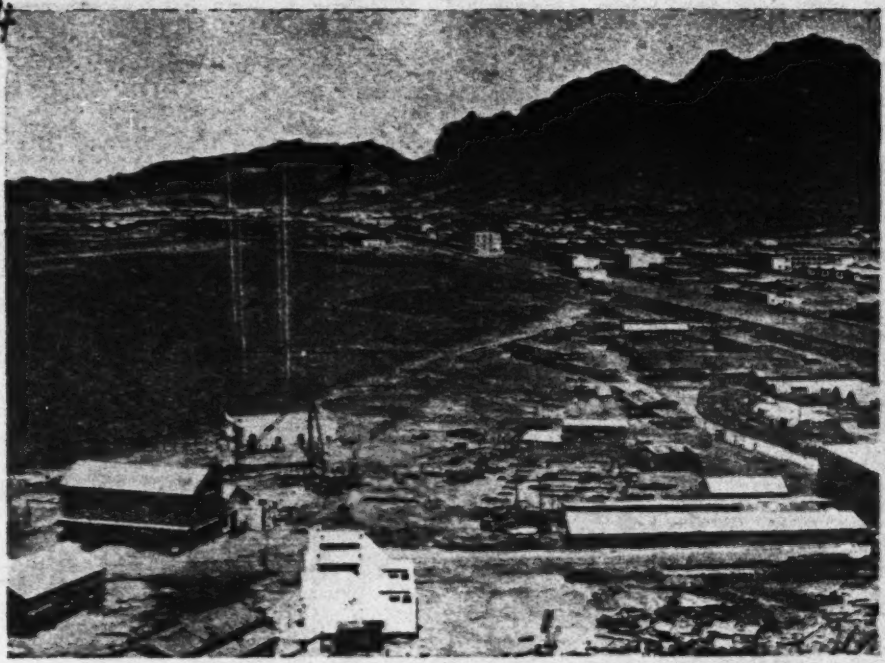

MAALA HARBOUR AND FORESHORE

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DHOW SHIPBUILDING YARD IN THE COLONY

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

653 A considerable amount of building work has also been undertaken departmentally, the principal items being :

120 working-class quarters, Sheikh Othman.
Extensions to P.W.D. Office, Crater.
Telephone Test Huts, Khormaksar, Crater and Sheikh Othman.
New roofs to 12 Police Quarters, Maala.

All public buildings have been kept in reasonable repair and minor improvements effected where necessary.

Draft schemes with preliminary estimates have been prepared for the Girls' College, the new hospital and swimming pools at Seera Island and Tawahi.

Building by the public has increased considerably. One hundred and eighty-three permanent building permits were issued and 188 plots of land leased for the erection of residential, commercial, and industrial premises in 1951. Two hundred and eighty permits were granted in 1952.

Because the acute shortage of accurate survey data in the Fortress area, various survey projects have been arranged by contract. This held up sale of land but 68 leases were completed in 1952.

Roads

A new Executive Engineer was appointed.

The work of macadamising main roads in the developed areas has continued and several streets have been surfaced during the year.

Work was completed on a new road from Sheikh Othman via United Salt Works to the Rubble Mound, and a survey made of a projected access road via Aidroos Valley to the "Plateau" above Crater.

Work was also in hand on the construction of the new St. Mary's Bridge, Crater, which will provide a considerably improved alignment connecting the Esplanade and Main Pass Roads. A subway for foot traffic will be a feature of the construction.

Chapter 11 : Communications

SHIPPING

504 The Port of Aden affords safe accommodation for vessels up to 34 feet in draught ; vessels of deeper draught can be handled by working the tides. The minimum depth of water at low tide available in the approach channel and the inner mooring basin is 36 feet ; there are 19 first-class berths, including 11 oil berths, suitable for large vessels ; five second-class berths, including one oil berth, suitable for vessels of medium size ; eight third-class berths suitable for small vessels. The oil berths are connected to the land installation by submarine pipe line ; all berths are available for the supply of bunker coal and general purposes.

505 The number of vessels, exclusive of country craft, which entered the

PART III

Chapter 1: Geography and Climate

131 THE Colony of Aden is situated in latitude 12° 47′ N. and longitude
361 45° 10′ E., about 100 miles east of the Straits of Bab-el-Mandeb on the southern coast of Arabia. It comprises :

(a) The Peninsula on which are situated the main town known as Crater, the modern harbour suburb known as Tawahi, adjacent to
[712] which is an area leased by the Township Authority to the Air Ministry for Royal Air Force and military purposes, and known collectively as Steamer Point but more particularly by the name of the spurs of Jebel Shamsan, on which buildings have been constructed, and lastly the Dhow Harbour and village of Maalla.

(b) The Isthmus known as Khormaksar.

(c) An area of land enclosing the modern harbour and extending north and west to the Little Aden Peninsula. The villages of Sheikh Othman, Hiswa, Imad, Buraikha and Fukum (the last two on the Little Aden Peninsula) are situated in this area, and it is on the Little Aden Peninsula that the new refinery and township are being built.

(d) The island of Perim.

133 The Aden Peninsula is high, rocky and of volcanic formation ;
504 Jebel Shamsan, its summit, is 1,725 feet high, and there are some
361 turreted peaks close to it. The harbour lies to the westward and north-west of the Peninsula. Dwelling houses and shops are constructed on the ridges of the mountain and in the valley between them where the ground is normally level. Crater, the main and original town, is situated at a distance of five miles from the modern harbour, and lies in the extinct volcano on the east of the Peninsula.

508 The isthmus is a flat, sandy plain on which have been laid out the aerodrome and lines of the Royal Air Force, the Aden Protectorate
367 Levy Lines, the Singapore Lines, the golf course and polo ground.
133 It is only 1,320 yards wide at its narrowest point near the Peninsula.

241 Cultivation occurs at Sheikh Othman in the form of a large vegetable and fruit garden belonging to the Township Authority, and there are
245 some privately-owned date-palms there. Hiswa also has several groves of palms, but with these exceptions there is no regular cultivation in the Colony.

133 Perim Island, situated in the Straits of Bab-el-Mandeb, is bare,
134 rocky and rather flat in appearance ; its highest point, about a mile northward at its southern extremity is 214 feet high. The surface of the island is grooved with dry water-courses and covered with coarse grass and stunted shrubs, the sub-soil being sand and conglomerate
504 coral. Perim Harbour and False Bay, a small shoal light, lie on the southern side of the island. It possesses a good small harbour on the south-west side, with an entrance 860 yards in breadth, and a small air landing ground.

8:Gt. Brit. . Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

The climate of Aden Colony is not unhealthy, though the heat and humidity are trying between April and October. During the north-east monsoon—that is, between the latter part of October and April—the climate is generally cool and pleasant. During the south-west monsoon—that is, in July and August—strong winds prevail which give some relief from the damp airless heat of May, June and September. Sand storms are apt to occur in the months of June, July and August. These come from a northerly direction, usually a short time before sunset, and are very intense, though of short duration. The weather during July and August is frequently very hazy, and it is not uncommon for ships to pass quite close to Aden without picking up the land.

The rainfall is extremely scanty, and in some years non-existent, but as much as eight inches have been known to fall in a year.

Chapter 2: History

Aden has been a place of importance historically owing to its possession of the only good harbour situated on the main ocean trade-route between Egypt and India and to the fact that it is easily defensible. Before the discovery of the Cape route in the fifteenth century, the trade followed much the same course as the main trade-route between the East and West does today, across the Indian Ocean to Aden, thence up to the Red Sea and across Egypt to the Mediterranean. There can be little doubt that in Roman and earlier times Aden was a port of considerable significance, although its relative importance compared with other towns on the Arabian coast is not at present known. The discovery of the Cape route diverted the major portion of the trade from the old Red Sea route, and in consequence the port of Aden declined. Aden was attacked by the Portuguese in 1513 and 1516, captured by the Turks in 1538 and remained in their hands about 100 years, when the Yemen Arabs rebelled and drove the Turks out; Aden thus came for a period under the Imams of Sana. In 1728 the Sultan of Lahej, the ruler of the territory adjacent to Aden, revolted and established his independence, and included Aden in his sultanate.

The decline of Aden continued until its capture by the British in 1839, when its village consisted of 500 inhabitants. The plundering of an Indian ship on the coast near Aden led to the capture of Aden by a successful expedition sent from Bombay by the East India Company under Major Bailey and Captain Haines of the Indian Navy. The latter became the first Resident. The need to establish coaling-stations on trade-routes because of the replacement of sailing-ships by steamers was one of the reasons which led to the occupation of Aden by the British. The revival of the Red Sea route and the opening of the Suez Canal in 1869 regained for Aden its old importance. As a result of the increased prosperity of Aden since British occupation, the civil population excluding military has risen from 500 to 300,000 (according to the latest estimate).

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1

504 131 439 The modern commercial prosperity of Aden is based on the fact that it is a refuelling station, originally for coal, and now for coal and oil. It is nearer than any other large port on the main eastern trade routes to the oil companies' production centres in the Persian Gulf. The fact that ships call at Aden for fuelling has caused a general increase in trade, and it is the distributing centre for trade to and from Arabia, Ethiopia, Somaliland and the African coast.

175 631 Perim Island was first occupied by the French in 1738. In 1799 the British took formal possession, but evacuated the island in the same year. It was later reoccupied by the British in January, 1857, and placed under the control of an Assistant Political Resident at Aden. In 1929 the Manager of the Perim Coal Company was appointed Government Agent, but on the closing down of that Company in October, 1936, the Commissioner of Police, Aden, was appointed Administrator of the island. A police detachment is maintained at Perim, and the Administrator makes regular visits from Aden.

Chapter 3: Administration

642 643 645 Since 1937, when the territory was taken from the control of the Government of India and put under the Colonial Office, the constitution of Aden has been that of a Crown Colony. The Colony is administered by a Governor, assisted by an Executive Council.

Under the Royal Instructions, the Executive Council of the Colony consists of the officers lawfully discharging the functions of Chief Secretary, of Attorney General and of Financial Secretary and such other persons as may from time to time be appointed by Her Majesty by any instructions or warrants under her sign manual and signet, or as the Governor may, by an instrument under the public seal of the Colony, appoint in pursuance of instructions from Her Majesty through one of her principal Secretaries of State, or as the Governor may provisionally appoint in the manner provided in the Royal Instructions.

Whenever upon any special occasion the Governor desires to obtain the advice of any person within the Colony relating to affairs therein, he may summon such person, for such special occasions, as an extraordinary Member of the Council.

646 Under the provisions of the Aden Colony (Amendment) Order, 1944, a Legislative Council was constituted for the Colony of Aden. The Council was inaugurated in January, 1947, and consists of the Governor as President, four *ex officio* members, not more than four official members and not more than eight unofficial members.

161 226 625 659 Aden Colony also includes Perim Island which is administered by an Administrator who is also the Commissioner of Police, Aden. The population of the island is 381. The majority of the islanders are fishermen, and dried fish is exported to Aden. There is a small police detachment in the island together with medical and lighthouse staff.

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden MM1
Hadhramaut MM2

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PORT ADMINISTRATION

The Port of Aden is administered by a Board of Trustees constituted under the Aden Port Trust Ordinance (No. 3 of 1951). The Board is at present composed of four officials including the Chairman, and eight non-officials. The Trustees, with the exception of the Chairman, are appointed by the Governor for a period of two years. Vacancies during this period are also filled by the Governor.

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The Port Trust maintains a pilot service consisting of one Harbour Master and nine pilots. Mercantile marine matters are dealt with by the Port Officer. The present incumbent is also Superintendent of Lighthouses.

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The Port has continued to thrive throughout the period and there has been a further increase in the number and tonnage of ships using the harbour. There has been an increase in the number of ships calling for the purpose of bunkering and a consequent increase in the business done by the oil supplying companies. Coal bunkering has shown the falling off noticeable in previous years.

The Aden Port Trust publishes an annual report.

Chapter 4: Weights and Measures

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Imperial weights and measures are the legal standard, but a number of local and Indian measures are in use, particularly the frasila, which is normally 28 lb. but varies for different commodities.

Chapter 5: Reading List for Colony and Protectorate

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3:Royal Institute of International Affairs U-4 (no date)1954 M1 Middle East
Aden MMI

sion was made in the Fortress Township for the election of three members, who must be of Aden or British birth; the franchise was limited to males born or resident for a stipulated period in Aden, and with a property qualification which was reduced by half (giving an electorate of about 5,000) after the 1949 election had resulted in the return of an Arab merchant, a Pakistani advocate, and a Parsee merchant.

The climate of Aden Colony and of the southern coast is generally pleasant between November and March. The summer heat, though great, is less intense than that of the interior of Arabia or of Iraq, but this is more than offset by the oppressive humidity between April and October. Rainfall is trifling, but heavy thunderstorms occur irregularly. The town relies for its water-supply on bore-holes at Shaikh Othman, supplemented by supplies in the famous Tanks, which date from pre-Islamic times and were restored for use in 1856. They have a storage capacity of 8 million gallons. Aden is a free port and there are no customs dues except on liquor, drugs, tobacco, motor spirit, and salt. Salt is a government monopoly, and is produced locally in large quantities for export by evaporation from sea-water. The only other local industries are dhow-building, soap manufacture, dyeing, cigarette-making, and fishing.

The present prosperity of the Colony depends on its importance as a bunkering port for coal and oil, for which purposes it handles a tonnage of shipping comparable with that of Liverpool. This balance will be altered when the Anglo-Iranian Oil Company's new 5-million-tons-a-year refinery, begun in November 1952, comes on stream in 1954.[1] Apart from the export of salt (which supplied in 1950 75 per cent of India's imports of that commodity), the bulk of Aden's other trade consists of entrepôt and transhipment between neighbouring countries. The number of vessels, exclusive of country craft (sailing dhows, etc.) which entered the port during 1951 was 4,338 with an aggregate tonnage of 18,715,839, more than double the figure for 1938; the number of country craft was 1,643 with a tonnage of 128,201, a decrease of 17 per cent compared with the previous year. Recent estimates of imports and exports were:

	Imports	*Exports*
	(£ million)	
1948	2·29	1·88
1949	2·73	2·19
1950	3·49	3·25
1951	4·19	3·70
1952	4·71	3·80

(SOURCE: *Digest of Colonial Statistics*, no. 10, September-October 1953).

[1] *Petroleum Press Service*, December 1952.

H 439 314 Two products of southern Arabia are frankincense and myrrh, which are both obtained from the sap of trees that grow on the damper hill slopes above 3,000 feet. The sap is collected in late spring and early summer, before the onset of the rains, mainly by migrant Somalis and other Africans. At one time there was a considerable trade in these products with the north, and tradition speaks of an 'Incense Route' somewhere in south-west Arabia, along which caravans moved northwards to Medina and the Levant. Nowadays the output of frankincense and myrrh is very much smaller, most coming from the uplands of Dhofar.

H 226 Towards the east, as relief declines and rainfall diminishes, cultivation becomes more and more precarious, and fishing is the main occupation. Large quantities of shark, tunny, and sardines are caught (Chapter X), most of which are dried as food both for humans and for camels. In addition, an oil is prepared from the fish for use in woodworking. Mukhala and Shihr are the chief fishing centres, and in these towns rows of fish drying in the sun for food, and rotting in heaps to produce oil, are prominent, and according to some visitors, unforgettable, features.

H 439 With a barren hinterland, many activities in southern Arabia centre on the sea; and, in addition to fishing, trading by dhow is important. The Arabs of the south are the Greeks of the Indian Ocean, and cargoes are carried between East Africa, Arabia, the Persian Gulf, and India—even, at times, the East Indies. From their sea-trading, the natives of Aden and the Hadhramaut derive a livelihood that allows the import of foodstuffs into the country—as it is, local production of food is quite insufficient to maintain the existing H 177 population, and part must come from the outside. A cosmopolitan outlook, and wide commercial contacts, strongly contrasting with conditions in the Yemen, are strikingly indicated by the architectural styles in southern Arabia, which are very greatly influenced by East Indian models. Many storied houses, with elaborate woodwork and carving, are most characteristic. After a life of trading, perhaps with many years spent away from his country, the southern Arab often returns to Aden or the Hadhramaut with a small fortune that will keep him in comfort for the rest of his life.

A 504 Aden is the principal town of the region, and its harbour, the only good one along the entire coast, from Bab el Mandeb to Muscat, is formed by a deep bay partially enclosed by two volcanic necks. The town, of 40,000 inhabitants, owes its development to British

21: Fisher S-4 (no date) 1950 M1 Middle East M1
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influence, as a coaling station and garrison; and with its settled political conditions, which are in contrast to the turbulence and unrest of the remainder of southern Arabia, Aden has come to be a collecting centre and market for the products of the entire region. Coffee is brought in native boats from both sides of the Gulf of Aden, frankincense comes from Dhofar and the Hadhramaut, cereals and other foodstuffs from India, and timber for houses and boatbuilding from the East Indies and Burma.

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Politically, most of the southern coastlands of Arabia are under British influence. Aden and its immediate hinterland are British protectorates; and further east, in the Hadhramaut, there is a rather vaguer British suzerainty over Arab rulers. The lowlands of Shihr adjoining the Hadhramaut are now part of the state of Oman. In many instances, however, the frontiers between various spheres of influence are not fully delimited, and on some maps the boundaries of the Yemen, Saudi Arabia, Oman, and the British protected territories appear only as approximations.

III. OMAN

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In the extreme south-east of the Arabian peninsula lies the region of Oman, distinct structurally from the rest of Arabia, and isolated on the landward side by the desert of the Rub al Khali, or El Dahna—Philby's Empty Quarter. Because of this isolation, Oman has few contacts with the interior; and in its culture and economic life looks more towards Iran and India than towards the Arab lands of the north and west.

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Oman consists of an enormous upfold of rock series of many ages, with disturbed pre-Cambrian rocks as the core, and later sedimentaries (chiefly limestone), resting upon this core in irregular masses. Faulting has occurred on a considerable scale; and extensive dislocation in the north, in the region of the Musandum peninsula, has given rise to a varied topography of tectonic valleys and upland horsts. Subsequent drowning by the sea has produced a fjord type of coastline, with long, deep inlets shut in by steep walled cliffs. The largest of these drowned troughs is Elphinstone Inlet at the head of the Musandum Peninsula, which is 10 miles long, and surrounded on all sides by cliffs 3,000 to 4,000 feet in height. These deep-water estuaries make excellent harbours, but are greatly handicapped by lack of access to the shore—

is known of the mineral reserves of this region, and most of the local industries are small and primitive. Salt is the chief export of the Colony; tobacco, honey and fish products, of the Protectorates.

The port of Aden is visited regularly by ships from all parts of the world. Within the last few years, the Colony has also become a regional center for air services to Cairo and other cities in the Near East and East Africa. Communications between the Colony and the interior are mainly by roads and caravan trails, supplemented by a coastwise dhow trade. Camels and donkeys are the primary means of transport, but the use of motor vehicles is increasing along the main routes. Roads suitable for motor traffic link Aden Colony with certain population centers in Western Aden Protectorate, and Mukalla with the larger towns of the Hadhramaut and adjacent coastlands. Access to the interior is also provided by military air services. [509]

Food and Nutrition

Aden Colony is a cosmopolitan community, in which a variety of food habits is found among the peoples of different racial and economic groups. With the exception of fish, milk and limited supplies of garden vegetables, all foodstuffs are imported. Undernutrition is prevalent among the poorer inhabitants, and particularly among the transient laborers from the interior.

Food supplies are never abundant in the Protectorate, where cultivation is restricted by the nature of the terrain and the scarcity of water in many areas. Anything which interferes with normal production, such as droughts or an invasion of locusts, may result in local food shortages, often approaching famine conditions. The Hadhramaut was seriously affected during the widespread drought in 1943, and children were evacuated from some of the famine areas to relief camps in Mukalla.

The average Arab diet is simple, while that of the pastoral tribes is almost invari-